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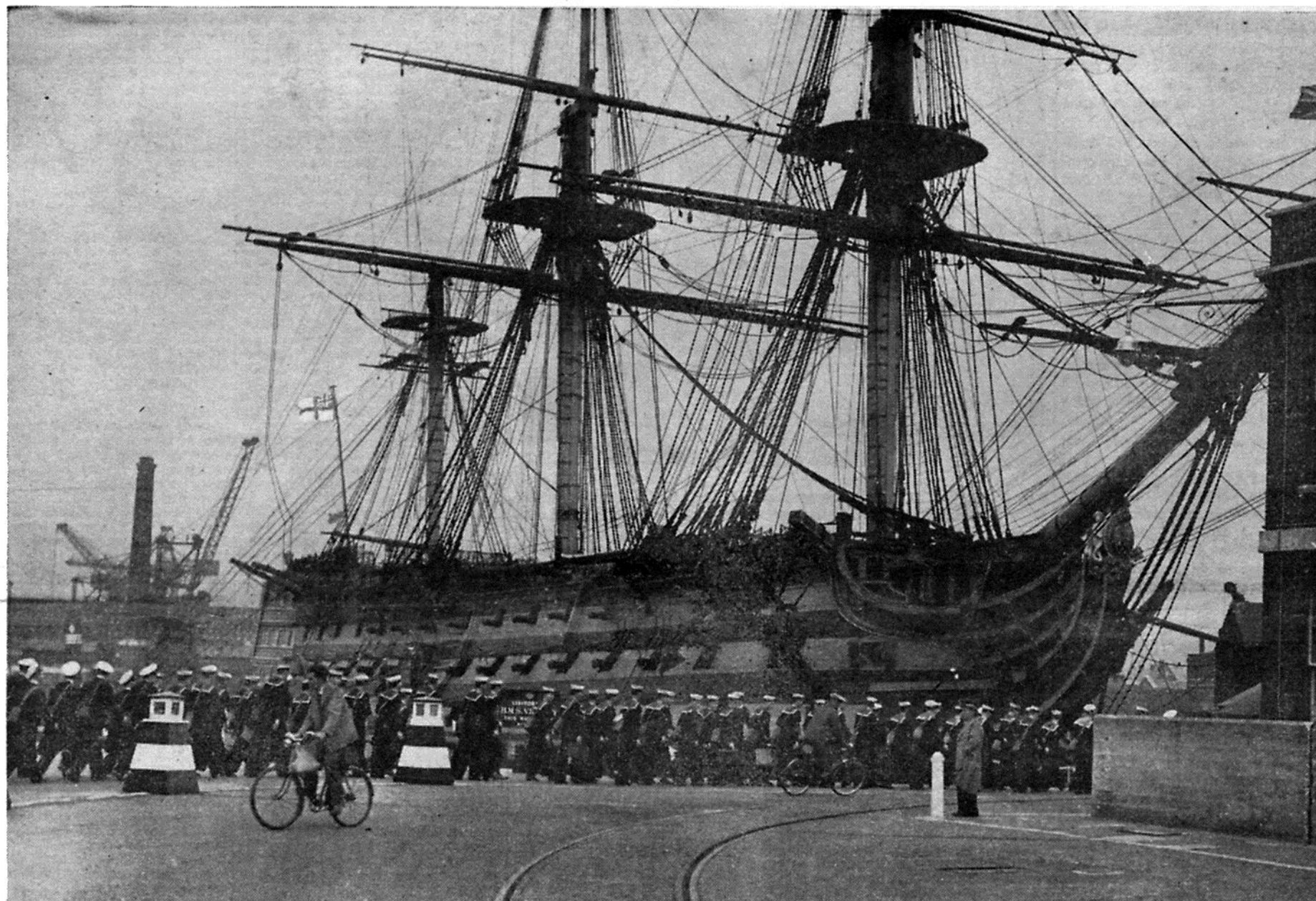
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No. 29 OCTOBER, 1956

Published first Thursday of the month

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In the steps of Nelson...



"While the rivers shall run to the ocean always shall thy honour and thy name and thy glory abide"

DRAFTING FORECAST

Commissioning Programme

PORTSMOUTH

FOR GENERAL SERVICE

November 2, 1956: H.M.S. Dainty* commissions for service in Mediterranean and Home Fleets.

November 13, 1956: H.M.S. Carysfort* commissions for service in Mediterranean and Home Fleets.

December, 1956: H.M.S. Lynx* (now A.A. Frigate) commissions for service at Home and South Atlantic.

December, 1956: H.M.S. Loch Fada commissions for service in Home Fleet and East Indies (Persian Gulf).

FOR FOREIGN SERVICE

December 8, 1956: H.M.S. Comus recommissions at Singapore for Far East Station.

Note. — The ships' companies of ships marked * have been completed.

CHATHAM

FOR GENERAL SERVICE

October 18, 1956: H.M.S. Loch Alvie for General Service Commission on East Indies Station.

November 8, 1956: H.M.S. Vidal for General Service Commission Surveying Duties in West Indies Station.

November 20, 1956: H.M.S. Delight and H.M.S. Defender for General Service Commissions in Mediterranean/Home Fleet Cycle.

FOR FOREIGN SERVICE

November: H.M.S. Cheviot at Singapore for 18 months' Foreign Service in the Far East.

HOME AIR COMMAND

813 Squadron at Ford, November 26.

DEVONPORT

FOR GENERAL SERVICE

October 26, 1956: H.M.S. 'Mounts Bay (A.A. Frigate) completes to full complement for General Service (Home/South Atlantic).

November 1, 1956: H.M.S. Ark Royal completes to full complement for two years' Carrier General Service Commission.

November 20, 1956: H.M.S. Daring recommissions for General Service (Home/Mediterranean).

December, 1956: H.M.S. Ulster commissions for General Service (Home/America and West Indies).

End December, 1956: H.M.S. Salisbury (A/D Frigate) completes to full complement for General Service (Home/Mediterranean).

February 5, 1957: H.M.S. Barfleur and H.M.S. St. Kitts recommission for General Service (Home/Mediterranean).

February, 1957: H.M.S. Cook recommissions for Surveying.

February 26, 1957: H.M.S. Eagle recommissions for two years' Carrier General Service Commission.

FOR FOREIGN SERVICE

November 19, 1956: H.M.S. Cardigan Bay (A/S Frigate) commissions at Singapore for Foreign Service (Far East).

February, 1957: H.M.S. Consort recommissions for Foreign Service (Far East) at Singapore.

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'Inside Harwell'—page 8

Education of Service Children—page 5

Navy News

EDITOR

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EDITORIAL

NAVY NEWS welcomes the appointment of the Right Honorable Viscount Hailsham, Q.C., as the First Lord of the Admiralty. We are honoured to publish his message of greeting to the Royal Navy.

Already Lord Hailsham has visited several commands and establishments, and it is his intention to visit many more at the earliest opportunity. In the name of our readers we wish him a very happy commission.

In anticipation of centralised drafting, we publish for the first time a complete drafting forecast of all Port Divisions, which we know will be greatly appreciated.

We should like to call the attention of our readers to the value of the classified or personal advertisements. With the mounting circulation of NAVY NEWS there is a corresponding increase of advertising potential. The charge for these advertisements is very low, as we regard it as a service to our readers, and we recommend it for those who have anything of which they wish to dispose.

Looking to the future of the Royal Navy, we are publishing a series of articles of particular interest in this atomic age. Last month we gave a detailed account of the future of guided missiles. In this issue we take our readers inside Harwell, and next month one of our features will be on nuclear power and propulsion.

THE FIRST LORD OF THE ADMIRALTY

Rt. Hon. Viscount Hailsham, Q.C.



I AM glad to have this opportunity of sending to readers of the NAVY NEWS a word of greeting on taking up the post of First Lord. I need hardly say how sincerely I feel the honour of my appointment to this historic office. It has come at an unsettled time in world affairs, and one result of this is that I cannot yet give my undivided attention to getting to grips with the Navy's long-term problems. On the other hand I have had the satisfaction of coming here at a moment when the Navy is once again showing itself ready to meet whatever demands the country may make on it.

I shall look forward to meeting many of you personally as I visit the Commands and Shore Establishments, which I mean to do as soon as circumstances allow.

SPECIAL ORDERS OF THE DAY

BY FLAG OFFICER, HOME AIR COMMAND

ON JUNE 19, 1956, White, D. W., L/SFX901868, Naval Airman First Class (A.H.3) of H.M.S. Bulwark saw the pilot eject from a Sea Hawk aircraft over the sea. On his own initiative he immediately piped for the ship's flight emergency party to muster, and then informed his ship's officers.

This young rating's promptness was instrumental in enabling the ship to take immediate rescue action, and I commend him for his alertness and initiative.

ON AUGUST 4, 1956, a Sea Balliol aircraft crashed during the flying programme at R.N. Air Station Brawdy's Air Day.

When it appeared inevitable to them that the aircraft would crash near the boundary of the airfield, the Crash Tender Crew consisting of Cluett, G. L. L/SFX901856, Naval Airman First Class (A.H.3) (D.), Parker, P. C., L/SFX906648, Naval Airman First Class (A.H.3) and Bird, D., L/SFX910590, Naval Airman First Class (A.H.3) set off at high speed before the aircraft had actually struck the ground and without waiting for any orders.

To get to the scene of the crash the driver, Naval Airman Cluett, drove his vehicle through two closed gates and over a hedge bank some three feet in height.

The aircraft was burning fiercely on their arrival at the scene, but despite the fact that the dry powder unit failed to operate, and without cover from any fire fighting appliance, Naval Airmen Parker and Bird entered the fire, disconnected the oxygen, cut the harness and attempted to extricate the pilot. They discontinued their efforts only when it became obvious that the pilot was beyond aid. Their protective clothing was badly damaged in the fire.

The entire crew showed great initiative from the very moment that the crash became obvious and I commend

Naval Airmen Cluett, Parker and Bird for their courage and prompt action.

BY COMMANDER-IN-CHIEF, PORTSMOUTH

ON JULY 25, 1956, H.M.S. Burley and H.M.M.F.V. 766 were engaged in special trials off Falmouth, involving the use of clearance divers. At about 1230, for the second day in succession, a shark was seen circling the M.F.V. and it was decided by the diving trials officer to kill it before diving was resumed.

A motor dinghy put off from the M.F.V. with the diving trials officer and three other occupants. When the dinghy was near the shark, two 14-ounce charges, joined by a length of cod-line, were successfully thrown across its back. The dinghy promptly turned away but the shark swam underneath it and the charges then exploded. The boat virtually disintegrated and the occupants were hurled into the water.

Leading Seaman Alderton was on the fore-castle of the M.F.V. at the time of the explosion. He immediately took charge of the M.F.V., ordering it to proceed towards the wreckage. Shortly afterwards he was relieved in the wheelhouse by the coxswain who had been below, and he then arranged for the medical chest to be in readiness.

When the M.F.V. was among the wreckage, four men dived into the water to bring in the survivors. Leading Seaman Alderton appreciated that two were dead and two conscious but seriously injured. He therefore brought the injured men inboard first, where he applied first aid to the diving trials officer, and checked that the other casualty's injuries were being treated.

I have commended Leading Seaman Alderton for his initiative and prompt action which undoubtedly saved the injured men from drowning and ensured that they were given first aid at the earliest possible moment.

TRAFALGAR

Sunday, October 21, is the 151st Anniversary of the Battle of Trafalgar, and we thought it appropriate that our frontispiece for this month should be a photograph of H.M.S. Victory.

The following is a speech by Rear Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., given on the occasion of the 150th Anniversary Dinner held in the Royal Naval Barracks, Portsmouth, in October, 1955. This speech which so admirably expressed the calibre of Lord Nelson is very apposite at this particular moment and appears worthy of being read by all our readers.

MR. PRESIDENT, our distinguished guests, brother officers, we are gathered together tonight to celebrate the memory of a great victory won by Vice-Admiral Lord Nelson and his gallant comrades off Cape Trafalgar in the year 1805.

At this time, on this 150th anniversary of that great victory, the Queen is dining for the same purpose with her Board of Admiralty in the Painted Hall at Greenwich. In every British Naval mess all over the world tonight will be devoted to the same memory; indeed, I am sure that there are many thousand civilian British men and women who are tonight thinking of that victory, although they have no more connection with the Navy than the fact that as inhabitants of these islands, they cannot be at more than 70 miles from the sea.

Great Victory

Gentlemen, it was truly a great victory in which 27 British ships defeated 33 enemy, taking or destroying 19 without the loss of a single British ship. It was, moreover, the culmination of that campaign in which, as Mahon wrote, "Those far distant, storm-beaten ships upon which the Grand Army never looked, stood between Napoleon and the domination of the World"; a campaign whose influence radiated far beyond the waters in which it was fought; a campaign which forced Napoleon to a limited strategy and sealed the ultimate fate of that man who, before Trafalgar had written "Can you but make me master of the Straits of Dover for three days, I will put an end to England's destiny and existence."

I do not seek to belittle this great victory if I remind you that there have been other victories in our history which may be said to have delivered the country—for example, Waterloo, the defeat of the Armada—yet we do not celebrate the memory of these battles in the same way or to the same extent. I am sure that there are many Englishmen who could not even name the Admiral commanding our fleet which annihilated the Armada.

It is clear, gentlemen, that on October 21 each year we do more than remember a great victory. We pay homage to the architect of that victory; to the memory of one whose genius, chivalry and sense of duty has, through the ages, made a greater impression on the imagination of this country than any other Englishman. I believe, moreover, that today, the memory of that man and of his superb qualities is as strong as ever it was.

Admiration of Nelson

It is perhaps surprising that admiration of Nelson remained high in Victorian times when there were no great Naval actions, for to the worthy people of that era, much of his character must have seemed intolerably showy, wickedly arrogant and extravagantly romantic. It is not at all surprising, however, that we should hold him in such high regard today, for we have experienced a major war—some of us two—in which once again the very existence of this country depended on officers and men putting into practice at sea the very principles, ideals and standards which Nelson instilled into the minds and hearts of those that served with him. Moreover, we have no need to discount the more extravagant side of his nature for we have learnt from another great Englishman, Sir Winston

Churchill, that a great leader is followed not only for his genius but also because he combines in his leadership the power to make his genius articulate; thus in the reflected glory of the leaders life, the toil and hardship of the lives of his subordinates appear to them as adventure for a great purpose.

In the distinguished company in which I find myself tonight, it would indeed be presumptuous of me to discourse on the art of the Admiral. Yet there is one quality of Nelson's—acquired early in his life and developed throughout his career—to which I would invite your attention, for I believe it to have particular importance today. I have in mind his readiness to take the calculated risk.

Fine Example

Although he once wrote "Do not imagine that I am one of those high-spirited fellows who fight at an immense disadvantage without adequate object," it is quite clear that when once he had made up his mind how the enemy could be annihilated, he was quite prepared to risk his ships and their companies which he loved so well, his own professional reputation and indeed his career. His victories at Copenhagen and the Nile, for example, were overwhelming not merely as a result of his tactical genius, but because his personal training and self-discipline enabled him to take without hesitation, risks which remained enormous however calculated they may have been. A lesser man—particularly one who had given himself less exacting training—would have found himself plenty of excuses for taking a lesser risk, accepting thereby the possibility of a more limited victory.

Faced with undiminished Naval commitments, and lesser resources, our thoughts may well turn more and more to a defensive policy. Whilst a period of prolonged peace is admirable in itself, it holds many dangers for the professional fighting man. Its ingredients—shortage of resources, competition for promotion in which a single error may finish a career and the need to show the Flag at the expense of training for war for example—are not conducive to the sort of training in self-discipline which enabled Nelson to take unhesitatingly those risks which were essential for complete victory in battle. We remember tonight the shining example set for all time by Lord Nelson, but let us not delude ourselves that we will be able to follow it when the time comes unless we have schooled ourselves over the years to regard advice as a luxury which will seldom be available to us, to make up our minds for ourselves and unhesitatingly to take those risks which complete success in war demands.

A Toast

In conclusion, I make no apology for quoting some lines by Virgil which Admiral of the Fleet Lord Cunningham used here on another Trafalgar Day, since I think they express so well our thoughts on the immortality of Nelson's memory:—

"While the rivers shall run to the ocean,
While the shadows shall move in
the mountain valleys,
While the sky shall feed the stars
Always shall thy honour and thy
name and thy glory abide."

Gentlemen, I ask you to rise and drink a toast to the immortal memory of Nelson and his Comrades.

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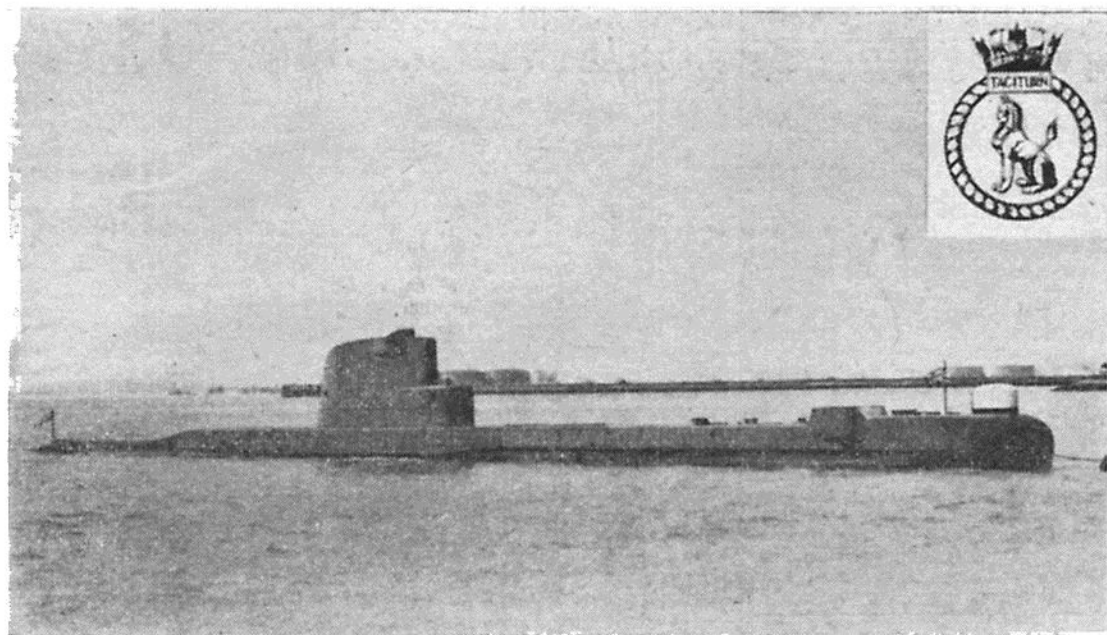
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SHIPS OF THE ROYAL NAVY

No. 13. H.M.S. TACITURN



H.M. SUBMARINE Taciturn was built by Vickers-Armstrongs at Barrow and completed on October 7, 1944.

Displacement: 1,090 tons standard. 1,321 tons surface. 1,571 tons submerged.

Dimensions: 285 (pp.), 300 (o.a.), 26½ x 12 feet.

Complement: 59.

Field: Blue.

Badge: A sphinx gold.

Motto: Deeds not words.

In common with all H.M. ships, stories concerning Taciturn abound. We love the two concerning her exploits in the Far East during the last

few weeks before the Japanese surrender.

The first story tells how Taciturn surfaced deliberately so that a Japanese plane escorting an enemy ship could attack and then crash dived.

On the second occasion of this "Aunt Sally" act the plane dropped her bombs and the submarine was in a position to attack the vessel knowing that the plane could not injure her.

The second story concerns two Malay seamen who were taken from a schooner sunk by Taciturn. The pair had been three days upon the submarine while she patrolled, sank another schooner, bombarded a har-

bour and was in turn fired upon by an enemy ship's guns. They were then put aboard a native fishing vessel but having transferred to another schooner, within four hours of leaving Taciturn they found themselves in H.M. submarine Thorough which had sunk the schooner. After spending a couple of days in Thorough they expressed their appreciation of the victualling in that ship after spending a few days in Taciturn on a diet of "Herrings in..." for which they had a strong dislike.

We should like to hear from any officer or rating who has served in Taciturn who can tell us a new story concerning this ship.

Motoring Notes

FOR THE average motorist, October is perhaps the most significant month of the year. For the enthusiast, the annual Motor Show which opens on October 17 will present the usual galaxy of motor-cars, although this year there is little promise of anything really unusual in the way of new models. Motor Show time is also the time to consider putting anti-freeze in the radiator, unless you intend laying your car up for the winter, in which case a better plan is to flush out and drain the cooling system.

Motor Show

Although the much publicised Ferguson system will not be in evidence, at least one manufacturer will be showing a range of small cars with two-pedal control. The Standard Motor Company, having stolen the show last year with their Phase III Vanguard, look like repeating the process this year by eliminating the clutch pedal on their small cars. They have done this by adopting the Newton system by which a centrifugal clutch looks after the starting and stopping of the car, whilst a button on the gear lever

controls the clutch during gear changing. The system appears to be simple and fool-proof and should do much to simplify driving. Even the enthusiast who enjoys gear changing should find this system quite interesting.

There will of course be the usual colourful display of cars in all sorts of dual tones, backed up of course by the more sombre coachwork of the specialist coach builders. To get the real effect of this a view of the ground floor from the main staircase and gallery at the end of the hall is one which should not be missed.

Winter Routine

Motor Show time is also the time to change over your engine oil from summer to winter grade unless you already use one of the multi-grade oils such as Mobiloil Special or B.P. Visco Static. Apart from this, it is also time to flush out the car radiator and put in anti-freeze. Before doing this don't forget to check the hoses for leaks and renew them if they are cracked or perished and generally tighten all clips and gaskets. A garage will do this for about half a crown, whilst the charge

for anti-freeze will be about £1 to £1 10s., according to capacity of the cooling system.

Insurance Warning

I recently met a young naval wife who had gaily been allowing her girl friend to drive her husband's car whilst he is away. Fortunately they were never required to produce the insurance certificate as it transpired that the insurance policy covers the owner only driving. I imagine the husband would have been considerably upset if the police had discovered this, as the penalty is disqualification from driving for a year without option.

A reminder, therefore, seems due to all naval motorists to check their policies and see that it complies with their requirements. The penalty for a driver being uninsured is disqualification of the car owner from driving, and there is no option about this.

A Motto

Don't let impatience lead you to the In patients.

In Memoriam

S.B.A. P. R. Barsley, D/M 953422, R.N.H. Haslar, August 28, 1956.

R.P.O. T. E. I. Thomas, D/MX 69831, R.N. Barracks, Devonport, August 30, 1956.

Mech. I. E. W. Wright, D/KX 96200, H.M.S. Albatross, August 30, 1956.

Lieut. R. E. Sandison, Royal Navy, R.N. Air Station, Ford, September 4, 1956.

Lieut. P. L. Madan, Royal Navy, R.N. Air Station, Lossiemouth, September 5, 1956.

P.O. Ck. Boylett, P/MX 56186, Royal Naval Hospital, Haslar, September 10, 1956.

L./Elec./Mech. (Air) P. McCooey, L/FX 834121, H.M.S. Ariel, September 13, 1956.

Sub-Lieut. M. I. H. Jackson, R.N.V.R., Southern Air Division, September 27, 1956.

Lieut. A. W. Jeffrey, R.N., R.A.F. Station, Bally, September 28, 1956.

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NIGHT MERCY FLIGHT

PROBABLY THE first night flight ever made by a Fleet Air Arm helicopter from an aircraft carrier of the Royal Navy took place from H.M.S. Albion in the Mediterranean recently.

A Whirlwind helicopter piloted by Lieut.-Cdr. B. H. Harris, R.N., of Mullion, Cornwall, flew after dark to the Royal Fleet Auxiliary tanker Echodale with urgently-needed medical instruments for a Naval doctor landed on board in the late afternoon.

It was at 11 a.m. on September 23, that the Albion, commanded by Capt. R. M. Smeeton, M.B.E., R.N., was informed by signal as she was about to sail from Gibraltar that an officer of the Echodale was in serious need of medical help. At that time the position of the Echodale, which was on passage from Malta to Gibraltar, was 300 miles to the eastwards.

The Albion steamed towards her at 22 knots throughout the afternoon and at 4.30 p.m. a Skyraider aircraft

piloted by Lieut.-Cdr. D. Fuller, R.N., who lives at Castlerock, Northern Ireland, took off to locate the Echodale.

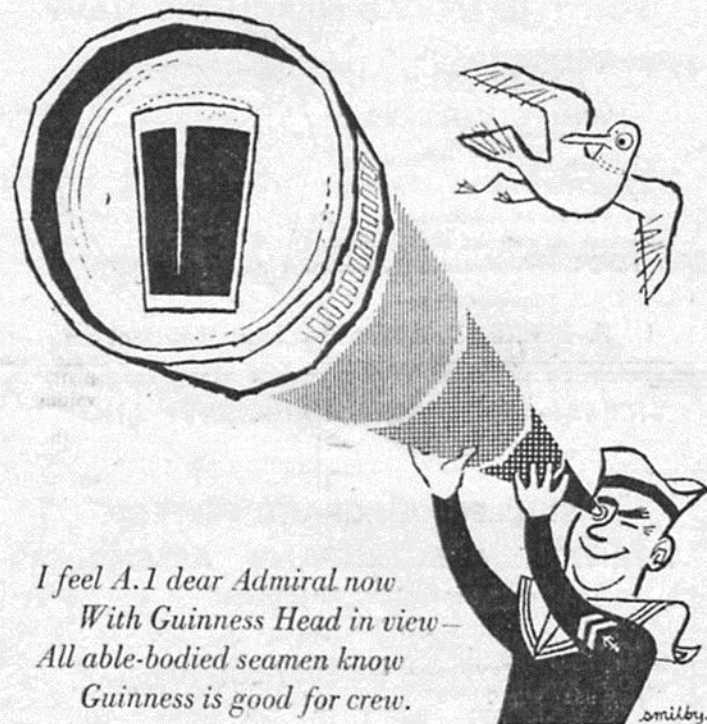
At 5.20 p.m., when still 65 miles away, Lieut.-Cdr. Harris left the Albion with Surg.-Lieut. D. J. Cripps, M.B., B.S., L.M.S.S.A., R.N., of East Blatchington (Sussex), and was directed to the Echodale by the Skyraider. Surg.-Lieut. Cripps was lowered by winch from the hovering aircraft on to the tanker.

He diagnosed the patient as suffering from acute laryngitis and later sent a radio message back to the Albion for instruments in case an operation should become necessary.

After refuelling, the helicopter made the second flight to the Echodale with the required instruments, taking off at 7.30 p.m.

Surg.-Lieut. Cripps decided to remain in the Echodale with his patient until they were landed at Gibraltar.

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W.R.N.S. NOTES . . .

H.M.S. Victory

SECOND OFFICER Eunson left on September 23 to take up an appointment in the Signal Division, Admiralty. She has served 21 months as assistant to first officer W.R.N.S. and divisional officer in Royal Naval Barracks. She takes our best wishes with her. In her place we welcome Second Officer Yates who has recently returned from Malta.

H.M.S. Collingwood

Capt. K. R. Buckley, R.N., presented the Long Service and Good Conduct Medal to P.O. Wren Doris Clancy, Cook (S).

H.M.S. Excellent

A quiet period due to seasonal leave, but the Wrens at Whale Island have benefited from it, for everywhere in W.R.N.S. quarters is as shiny as a new pin, the whole place having been painted and scrubbed from top to bottom. Now that leave is over we return to Badminton, a team is being raised to enter the Inter-Unit matches and they are hoping to do as well as last season. Hockey, organisation for this is in full swing, and although Excellent is a very small unit we are hoping to raise a good team. Netball, a game for warmth in winter seasons—with present weather conditions, this could be played all the year round. Fencing, this sport is becoming increasingly popular amongst the Wrens here, and a number plan to begin soon with instruction.

Association of W.R.N.S. Bazaar

Many members of the service who have served with her, will be delighted to know that Dame Vera Laughton-Matthews, D.B.E., will be coming to Portsmouth on Saturday, October 27, to open the Association of W.R.N.S. Bazaar which is being held at Duchess of Kent Barracks on that date.

King George V Fund for Sailors

The final amount raised for this charity by raffles and the sale of dolls was £115, and all who helped are to be congratulated on this very satisfactory result.

Cricket Coaching

P.O. Wren Simpson (Mercury) and L./Wren Perry (Victory) were the two service players selected to attend the C.C.P.R. Cricket Coaching week held at Malvern. Both were delighted with the course and felt that they had learned a great deal about the finer points of the game. The coaching was very intensive and at times exhausting but living conditions were good and the atmosphere very friendly. It is hoped that it will be possible to send other keen cricketers next season. Unfortunately Portsmouth will not have the benefit of L./Wren Perry's increased prowess at the game next season as she shortly goes on draft to H.M.S. Dauntless, she will be greatly missed in sporting circles here.

Inter-Command Cricket, 1957

It has been decided that for 1957

a combined team from Portsmouth, Plymouth, and the Nore will play Air Command. This is an economy measure and should also help to overcome difficulties the smaller commands encounter in raising teams of high standard. The match will again be played in Portsmouth.

Selected to play for England

Our congratulations to Wren Disbury (H.M.S. Heron) on being selected to play cricket for England as a member of the team to tour New Zealand next year.

Command W.R.N.S. Handicraft Exhibition

As usual amongst all the other seasonal activities preparations are beginning for the Command Handicrafts Exhibition. Lady Creasy has very kindly consented to open the display, which will be held on Tuesday, November 13. This year additional interest will be provided by a Forces' Sewing Competition organised by Singers Ltd., between the W.R.A.C. and the W.R.N.S. All Command entries in the dressmaking classes will be eligible, and the best will be sent to London for inter-Service judging. There are quite considerable prizes to be won, apart from the distinction which is, of course, the main consideration! It is hoped that much hidden talent will be discovered—and please don't give away Christmas presents you have made until after the Exhibition.

Out of Uniform



GLORIANA: A magnificent evening dress available in a large range of pastel and jewel shades in sizes 12-20, at only £8 15s. (From the Alice Edwards Autumn Collection.)

Friendly Wives

VERNON BRANCH

H.M.S. VERNON Branch held their first meeting of the new season in the Wardroom Annex on Wednesday, September 12. The meeting was presided over by Mrs. H. Wilkin, Vice-Chairman, in the absence of the Chairman, Mrs. J. Grant.

The prayers were said by the Rev. C. Prior and Mrs. Loftus played the accompaniment to the hymn.

Mrs. Wilkin, having welcomed new members, introduced a team from the Southern Electricity Board who were giving a demonstration for the entertainment of members.

First Miss Lawrence showed various types of electric cookers and explained some of the finer points of some of the most modern which do everything, except serve the meal, at the turn of a switch.

Then, while an excellent meal she had prepared was cooking in one of the ovens, Mr. Bradbrooke showed a colour film entitled "Bride and Prejudice" which emphasised in an amusing fashion points that had already been made.

Finally, Mr. Hall, rounded off the demonstration with a short general talk. Altogether a most interesting afternoon for which Mrs. Wilkin thanked the team on behalf of the Branch.

Tea was then served by Mrs. Marchant and the tea committee; this is always a pleasant interlude and provides an opportunity for members to get to know each other better.

Future Events

The next General Meeting will be held in the Wardroom Annex, H.M.S. Vernon, on Wednesday, October 10, at 2.15 p.m. Mrs. Orchard, Hon. General Secretary of the Central Council will be our guest and will give a short talk on the R.N.F.U.S.W., which will be followed by a special film made in H.M.S. Vernon.

Sewing meetings will be held on October 3 and 17, in the Wardroom Annex, at 2.30 p.m.

SOUTHEAST BRANCH

AFTER THE usual holiday in August, the members of Southeast Branch got together once again for their monthly meeting on September 10, in Victory Hut, Royal Naval Barracks. This meeting was very well attended, which was most fortunate, as this was the day for collecting subscriptions. We were most pleased to welcome several new members. During the afternoon, Mrs. Oakford entertained us on the piano with selections from musical comedies and operettas, which the members very much enjoyed. A cake given by Mrs. Acworth was raffled and won by Mrs. Mason.

On September 26, forty members attended the Annual General Meeting of the R.N.F.U.S.W. in Admiralty House, London. This was a most enjoyable meeting and in the evening most of the members attended the variety show at the Palladium.

The next meeting is on October 8,

at 2.15 p.m. in the Victory Hut, Royal Naval Barracks, when there will be a talk on "Guide Dogs for the Blind." We have many interesting talks and entertainments arranged for the forthcoming months and we hope many new members will join us. Details of membership can be obtained from the Hon. Secretary, 28, Grant Road, Farlington. Tel.: No. Cosham 78081.

NORTH END BRANCH

OUR MEETING was held on Tuesday, September 4, when we were glad to see members again after the break in August. The Annual General Meeting was held and Mrs. R. Casement presided. The annual report was read Mrs. Hussey, hon. secretary.

There was a trade stall, and the raffle for eggs and apples was won by Mrs. Dewar. Mrs. Randell was second. Some members are going to the Annual General Meeting in London on September 26.

The Christmas outing is to be held on Tuesday, December 11, when members are going to a show in London.

Work is in progress for the Christmas bazaar to be held on December 4, and sewing meetings are being held.

The next meeting is on Tuesday, October 2, when Mrs. Chavasse will speak on "Naval Life in Ceylon," and we are looking forward to welcoming as our guest Mrs. Winter, hon. secretary, R.N.F.U.S.W., Portsmouth area.

ANNUAL GENERAL MEETING

The Royal Naval Friendly Union of Sailors' Wives

ON WEDNESDAY, September 26, a large representative gathering of the Royal Naval Friendly Union of Sailors' Wives met for their 63rd Annual General Meeting at Admiralty House, London, by kind invitation of the First Lord. Lady Hailsham, was present, and in a gracious speech she expressed her pleasure at having the opportunity of meeting naval wives when she visited establishments with her husband.

Our president, Countess Mountbatten of Burma, opened the meeting with a tribute to the late Lady Goodenough, so warmly associated with our Union for many years before her death. Lady Mountbatten then told us with affectionate appreciation that Lady Poland, the chairman of the General Council, had very kindly agreed to remain in office for a further period of three years.

Mrs. Orchard, called on to read the report and financial statement, said that this was extremely satisfactory owing to the very generous donation of £100 by the Naval Ladies' Luncheon Club.

Lady Poland, in her remarks, paid tribute to Lady Goodenough. She then read us an extremely interesting account of the founding of the Friendly Union. We were sorry Lady Creasy had been prevented by illness from attending. The past year had been a very successful one for all branches, and the drive for new mem-

bers was increasing. A new branch was being formed at Havant.

Admiral the Earl Mountbatten of Burma, K.G., P.C., G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., D.S.O., was introduced by his wife. He said he was delighted to have been associated with the Friendly Wives first by his mother, our former president, and now by his wife. Lord Mountbatten made us laugh by his extremely witty speech; he also gave us much comfort and reassurance by his account of the many revolutionary changes in the standards of comfort and welfare of the personnel of the Royal Navy. The Admiral's intimate knowledge of messing conditions and welfare problems gave us confidence in the future policy of the Navy regarding family and private life of personnel.

A vote of thanks was made by Lady Pizey to Admiral Mountbatten, and by Mrs. Sladen to Lord Hailsham.

At tea-time the First Lord and First Sea Lord and their ladies met many members in delightful informality; in particular wives and widows of old shipmates of Admiral Mountbatten enjoyed chatting to him.

We urge all Naval wives to join the Friendly Union. Mrs. Orchard, our secretary, of "Daneswood," Chert. Surrey, will put anyone in touch with their local branch; a warm welcome will be given—that we can say!

N. T.P.

RECIPES

Pimientos a la Portuguesa

GREEN PEPPERS are in season just now, and you need one for each person. Choose squat-shaped ones which are easier to handle and will look nicer when cooked. Slice the top off each pepper (as if you were stuffing tomatoes), remove pith and seeds carefully—it is easily done with a spoon—and fill peppers with a little boiled rice mixed with the contents of a tin of sardines, from which you have drained off most of the oil, and mashed. Sprinkle a few breadcrumbs on top of each pepper and add a few drops of olive oil to moisten. Replace the tops of the peppers and cook in a slow oven on a fireproof dish moistened with oil, until tender. Served with plain boiled rice, this makes an excellent lunch or supper dish.

Sardines Fried in Batter

THIS IS another excellent hot sardine dish. Pour the oil off a tin of sardines and remove tails. Make a stiff frying batter using luke warm water and a teaspoon of olive oil instead of milk. Dip the sardines in the batter and drop

into boiling olive oil. They should be served very hot and crisp, lightly sprinkled with cayenne pepper, and garnished with slices of lemon.

Hard Boiled Eggs a la Portuguesa

FOR THIS you need some large firm tomatoes, halved and with the insides scooped out. Season with salt and pepper and cook in a little olive oil for a few minutes until soft. Hard boil some eggs, cut them in half, remove yolks, mash well and mix with sardine butter. This is made by draining the oil from a tin of boneless Portuguese sardines, mashing them well with a fork and mixing with a little fresh butter, seasoned with salt and pepper. Add half an egg to each tomato, then fill them with Portuguese sauce. This is made by frying one small onion and a clove of garlic chopped fine, in two tablespoons of olive oil until the onion is transparent. Add a can of tomatoes or four fresh tomatoes from which the skins and pips have been removed and cut in quarters, and a small tin of tomato puree. A teaspoonful of sugar should be stirred in, as well as the usual seasoning. The sauce should be simmered over a low flame, until it is quite thick. This sauce is poured over each egg.

Ideas with Glass

WHEN YOU think of colour in the home, glass is not the first thing that springs to mind, but the newest use of plate glass in combination with a backing of wallpaper or material can give very decorative results for a modest expenditure.

Take, for instance, the table or dressing table top that has seen better days. No matter how deep its scratches or extensive its stains, it can be given a new lease of life with a covering of material—to match curtains or cushions, perhaps—topped with a protective layer of glass.

Another idea along the same lines in the do-it-yourself category is to fit glass finger plates to the doors, and back them with an attractive patterned wall-paper. You can buy these plates ready pierced for fixing, and, incidentally, they act as an effective foil to sticky fingers if you have children around the house.

A similar treatment provided one of the most unusual fireplace designs seen recently. The grate surround—normally tiled—had been covered with a rich crimson and white striped damask which was protected by a sheet of Armourplate glass. The joy of this arrangement is that when you change the colour scheme of the room, out comes the fabric and another—or a wallpaper backing—is substituted.

These are only a few of the possibilities, and the individual taste and fancy will suggest many more variations.

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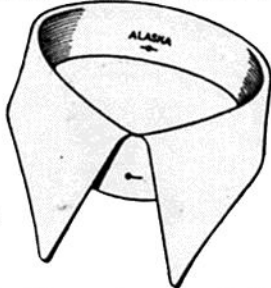
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John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

R.F.R. Good Conduct Badges

MY INQUIRY is more of the inquisitive nature, and is as follows.

On demob in 1949 I had completed nine years' service (six war years plus three years extended service). In 1952 I joined the R.F.R. and have now completed almost four years, so am I now entitled to wear three Good Conduct Badges instead of two?

Answer: With reference to your letter of September 10, only mobilised time or fully active service counts towards award of Good Conduct Badges and you are therefore not entitled to your third badge.

R.F.R.—Employment Abroad

COULD YOU please advise me as to what address I should write to for a birth certificate retained by the R.N. after my leaving the Service.

I joined the Navy as a Boy Seaman in May, 1947, and seem to remember my certificate being required and have never seen it since. My special service engagement expired on April 4, 1956, and I am now serving five years reserve time, perhaps that has some bearing on the retention. If it is not possible to recover it perhaps you could advise me how to go about getting a duplicate.

Also I would like to know if the Will I made whilst in boys training and remains unaltered is still a valid document, no further Will having been made. The reason I require this information is that I am obtaining employment with a firm overseas and these documents are required. What is the position of a reservist on being sent overseas, not returning to U.K. except for leaves at three-yearly periods.

Not connected with the Service but perhaps you could help me. National Insurance contributions are voluntary in my case, would you advise me to continue paying them? Although I come under an Overseas Contributory Pension Fund run by the Shell Oil Company.

Thanking you for any assistance you can give me.

Answer:

1. You should apply to the Director of Navy Accounts, Admiralty, London, for the return of your birth certificate. Alternatively you can apply direct to The Registrar of Births and Deaths at the town where your birth was registered, for a copy. The charge for a copy is, I believe, 2/6.

2. Your Will remains valid while you still have Naval Service obligations, but is returned to you by the Inspector of Seamen's Wills, Admiralty, Bath, Somerset, on your final

discharge from the Service. Should you have married since making the Will, the Will, most likely, has been automatically revoked and you should make a fresh Will.

3. You should inform the R.F.R. Registrar, R.N.B., Portsmouth, of your intention to go overseas. I understand you will be placed on a special Emergency List, and not required for drill and training.

4. Finally as regards National Insurance Contributions, I advise you to continue paying contributions, but I think you should write to the Ministry of Pensions and National Insurance, Overseas Group, Newcastle-on-Tyne, England, to find out your position.

Travelling Expenses

I WONDER if you would be kind enough to advise me, please.

I returned to the United Kingdom from Malta with my wife and family on November 11, 1955.

We lived in married quarters in Malta.

On arrival in the United Kingdom my wife and family proceeded to a selected place of residence namely an address in Edinburgh.

On January 23, 1956, I was drafted to H.M.S. Excellent and I claimed and received disturbance allowance.

On March 27, 1956, my wife and family moved to another private address in Ipswich, Suffolk.

On August 16, 1956, my wife and family moved to married quarters at Portsmouth.

I wonder if I may have your opinion please whether or not I can claim rail fares and expenses re luggage, etc., in respect of my wife and family move to married quarters at place of duty.

If so, could you give me some idea what I might claim in respect of Edinburgh to Portsmouth rail fares, luggage allowance, etc.,

I would be very grateful for your remarks.

Thank you very much.
Have enclosed a stamped addressed envelope.

Answer: In reply to your letter of August 15, you can now claim family and baggage expenses from Edinburgh to Portsmouth.

You can obtain details of cost of rail fare and baggage expenses from British Railways, at any booking office, or enquiries office.

In view of the complexity of the Removal Expenses and Disturbance Allowance regulations you are advised to contact your Divisional Officer who can help you very considerably.

EDUCATION OF SERVICE CHILDREN

THIS SUBJECT is one which falls naturally into two parts: the United Kingdom and Overseas.

Part I—UNITED KINGDOM

The system of public educational facilities available to all children is governed by the Education Act of 1944, and as the Admiralty has no direct responsibility under this, no separate arrangements have been made for the children of R.N. personnel and Admiralty civilian employees. Problems arising out of special family circumstances have to be dealt with by direct contact between the parents and the Local Education Authority or school.

The Act lays certain responsibilities upon both the L.E.A. and the parents: the former to provide free secondary education for all children for whom it is responsible within its area; the latter to ensure that the child receives efficient and full-time education during the period of compulsory school age. The number and type of secondary schools must be sufficient to meet the needs of children of differing ages, abilities and aptitudes.

Schools within the public educational system may be classified according to age groups of the pupils, organisation of the school or the financial provision. The following summary will give a general idea of the system:

Primary ages

NURSERY SCHOOLS for 2-5 years. These may be separate schools or classes attached to other schools. They are not available in all areas.

INFANTS, for 5-7 years, and JUNIORS, for 7-11 years. Infants and Juniors are often combined in one school.

Secondary ages

Secondary Modern, for 11+-15 or 16 years; Secondary Grammar, 11+-18; and Secondary Technical, 11+-13-16 or 18 years. Secondary Technical schools are not available in all areas.

"All-Age" schools

These are to be found in those remote areas where the number of pupils is so small that it is not possible to provide separate Primary and Secondary schools.

COUNTY COLLEGES for young people over compulsory school age and not attending elsewhere for further education. There are few of these colleges at present.

Secondary schools are classified according to the organisation arrangements, thus:

a Unilateral school provides one course only;

a Bilateral school provides two courses, e.g., Grammar and Modern; a Multilateral school provides Grammar, Modern and Technical courses in separate Departments;

a Comprehensive school provides Grammar, Modern and Technical courses but is not organised in separate Departments and interchanges between the streams are made at any stage within the school.

In Scotland the arrangements are slightly different.

Nursery schools for 2-5 years; but they are not widely provided.

Primary schools for 5-12 years.

Secondary Junior schools for 12-15 or 16 years.

Secondary Senior schools for 12-17½ or 18.

In N. Ireland the arrangements are: Nursery schools for 2-5 years.

Primary schools for 5-11 years.

Secondary Intermediate 11-14 or 15;

few of this type have been established. Many children still attend Primary schools until leaving at the age of 14 years.

Secondary Grammar 11-17½ or 18; entry to these schools is by open competition (scholarship).

Technical Intermediate 13-16.

All schools within the public system are known as "Grant Aided" schools and may be divided into two kinds—a "Maintained" school, which is maintained by the Local Education Authority, and a "Direct Grant" School, which receives a grant direct from the Ministry of Education. Direct Grant schools are not subject to any control by the L.E.A. and may charge fees. They are, however, required to make a percentage of their places available free of charge to pupils who have spent at least two years in a Maintained Primary School. Such "free places" are usually available through the L.E.A., but they may also be obtained directly through the Governors of the school.

Outside the public system are numerous Independent schools, which include the well-known Public Schools and Preparatory schools. There is provision in the Act for compulsory inspection and recognition as "efficient" of private schools of all kinds.

Selection for Secondary Education

Each Authority makes its own arrangements for selecting children for secondary education. The usual method is for children between the ages of 10½ and 11½ years to be given tests of intelligence and of attainment in English and Arithmetic (e.g., the

Moray House Tests). Some Authorities are guided in their final decision by the child's school record during the later years at the Primary school and the parents' wishes. It is important, therefore, that Service parents should keep in touch with the school and L.E.A., particularly when the child's schooling has been subject to frequent changes of residence.

Transfers from one type of secondary school to another may be made at any age and many Authorities make regular arrangements, often between the ages of 12½ and 13½, for testing children who may be late developers or who may otherwise be unsuited to the type of school they are attending. Similar tests are given for the transfer of children to Technical schools at the age of 13 years. Parents are advised to allow their children to take Selection Tests arranged by L.E.As., whether or not the children are, or will be, attending schools under the public system.

It is important to bear in mind that the standards for entry into Secondary Grammar or Technical schools are likely to vary from one Authority to another. Much depends upon the number of places that are available in a particular area and therefore an automatic transfer from a particular type of school in one area to a similar type in another area cannot be guaranteed. Though most Authorities are inclined to allow a child to attend the same type of school as before, some insist upon a re-testing and placing accordingly. It is important to note that success in the Public Schools Common Entrance Examination does not in itself qualify for admission to an L.E.A. Grammar or Technical school.

Handicapped children

L.E.As. are required to make provision for the education of children who are handicapped by mental or physical disabilities. Special treatment is given either in an ordinary school or in a special school, depending upon

(Continued on page 14)

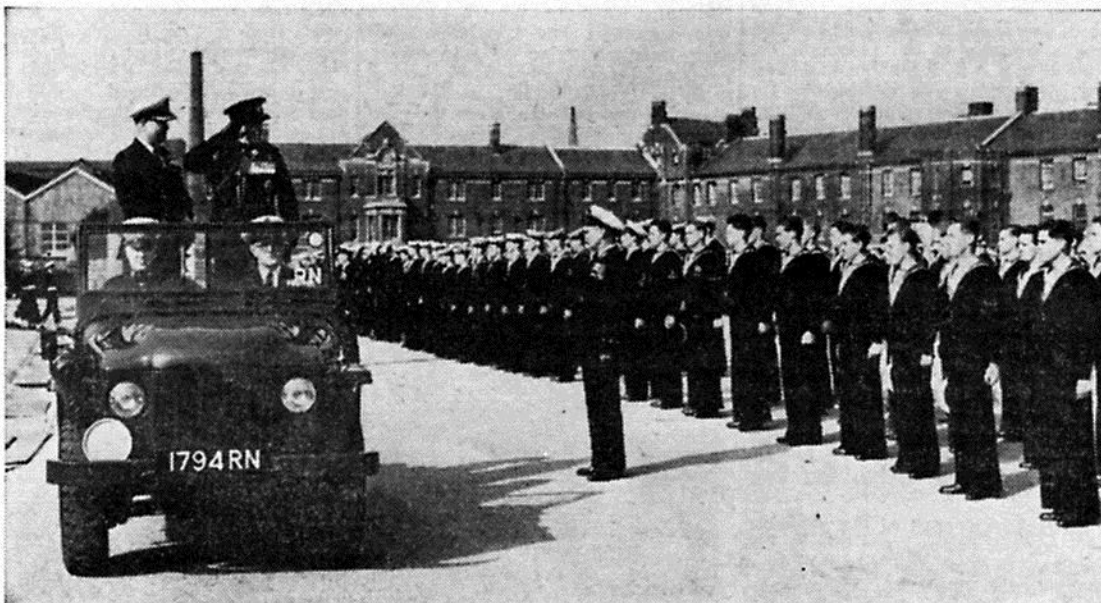


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END, PORTSMOUTH. 29 ABOVE BAR, SOUTHAMPTON.



(Photo: "Portsmouth Evening News")

GENERAL SIR Montague Stopford, Colonel Commandant of the Royal Rifle Brigade, inspecting Divisions at R.N. Barracks, Portsmouth, on September 13. An unofficial association between the Royal Naval Barracks

and the Rifle Brigade was formed recently to commemorate the part played by the then Rifle Corps who manned the rigging and acted as sharpshooters in Nelson's flagship at Copenhagen. The General, in a speech

to the Parade, said: "You wear the cap ribbon of the most famous flag-ship in the world, Nelson's Victory, and we in the Rifle Brigade are proud and pleased to be associated with you."

TRAMPS ABROAD

George R. Deakins

IF YOU turn left when leaving the dockyard at the Main Gate, and follow the wall to the Unicorn Gate, you pass through what was once the most picturesque part of Portsmouth.

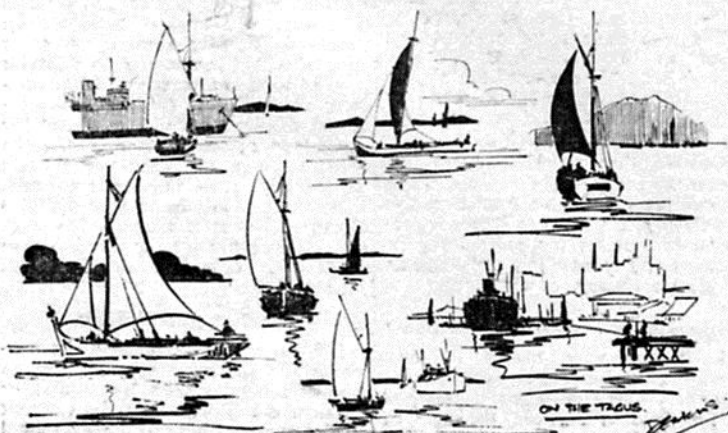
I remember the streets of variedly styled houses crowded together; of hundreds of children playing on pavements; of dockyard cyclists moving like a flood; of whitewashed doorsteps and shiny brass door knockers; of mysterious bars at pavement level and cellar boards which cried soft thuds as one passed over them. Of tiny crammed shops, and the polished glazed fronts of public houses, an atmosphere of warmth, life and friendliness; now alas! it is no more. Ugly concrete flats rear from black asphalt where once were small precious gardens, unsightly dockyard storing areas slowly spread its rusty wire fencing outwards, and one wonders at the lack of imagination of present day town planners.

A few years ago a friendly policeman was showing me about Lisbon, and what a contrast! I recall vividly the dignified regularly planned streets

railways and storage buildings, its sailing boats moving up and down the Tagus with the fast current, Lisbon is indeed a picturesque and romantic berth after spring manoeuvres. The City's ancient name of Olisipo is responsible for the legend of its foundation by Ulysses and it was from here during the years of the Spanish rule that the ill-fated Armada set out.

From here also Vasco Da Gama embarked for his great voyage to India in 1497. Squealing tramcars compete with taxis breaking the sound barrier—noise and bustle in the main streets, and death to the unwary pedestrian who should unwittingly step from the pavement. And a nerve-racking experience, too, to ride in a taxi, no sight-seeing from the back seat in those terrifying monsters of speed, one closes one's eyes and prays for a safe arrival at one's destination.

But to the old town, where tall ancient houses, now frequently slums, crowd together along the steep picturesque alley-ways and lanes which lead steeply up from the river



leading to the famous Black Horse Square, streets rebuilt after the earthquake of 1775 by Pombal whose masterly reconstructive efforts retained the 17th century splendour of the city. We do not expect mosaic pavements in Portsea, but surely our architects are as imaginative as those in other countries.

Lisbon the capital of Portugal is situated on the northern bank of the Tagus, nine miles from its mouth. The City looks down on one of the finest natural harbours in Europe, and with its continuous line of quays, docks,

—and to the magnificent cathedral, built in 1147 and restored in 1775, no artist's appreciative eye required here, the most unresponsive of us thrills to the beauty of it all.

Lisbon deals with 60 per cent. of Portugal's foreign trade, importing coal, raw cotton, iron and steel, cereals, sugar and machinery, wines and tinned fish are her main export and goods are manufactured for the Portuguese colonies. Portugal has so few large towns that Lisbon has been the scene of most of the events in its history.

Selected for Olympia

P.O. J. T. R. COATES

P.O. COATES was born at Watford, Herts, on October 16, 1929. He first played soccer at Shepperton Council School, and captained the school team. He joined the Navy (Ganges) in October, 1945, and played for and captained Ganges boys' team. Whilst a boy on Belfast, he played for Navy Far East.

In 1948, whilst at Whale Island, he first played for the Navy at centre forward. The Navy had a good team, and won the Inter-Service Championship. He played at inside forward in 1949.

He was drafted to H.M.S. Morecambe Bay, and whilst in Hong Kong played for the Navy; also for Hong Kong in several inter-port matches. He regained a place in the Navy team on return in 1952. He first played soccer for England v. Wales, 1953 to 1956; England v. Scotland, 1955-56; and again England v. Ireland, 1956-57; and was chosen for 16th Olympiad on September 27th. Other interests: Soccer coaching; water polo (refereeing); dabbles in any sport.

Qualified P.T.I. in March, 1953.

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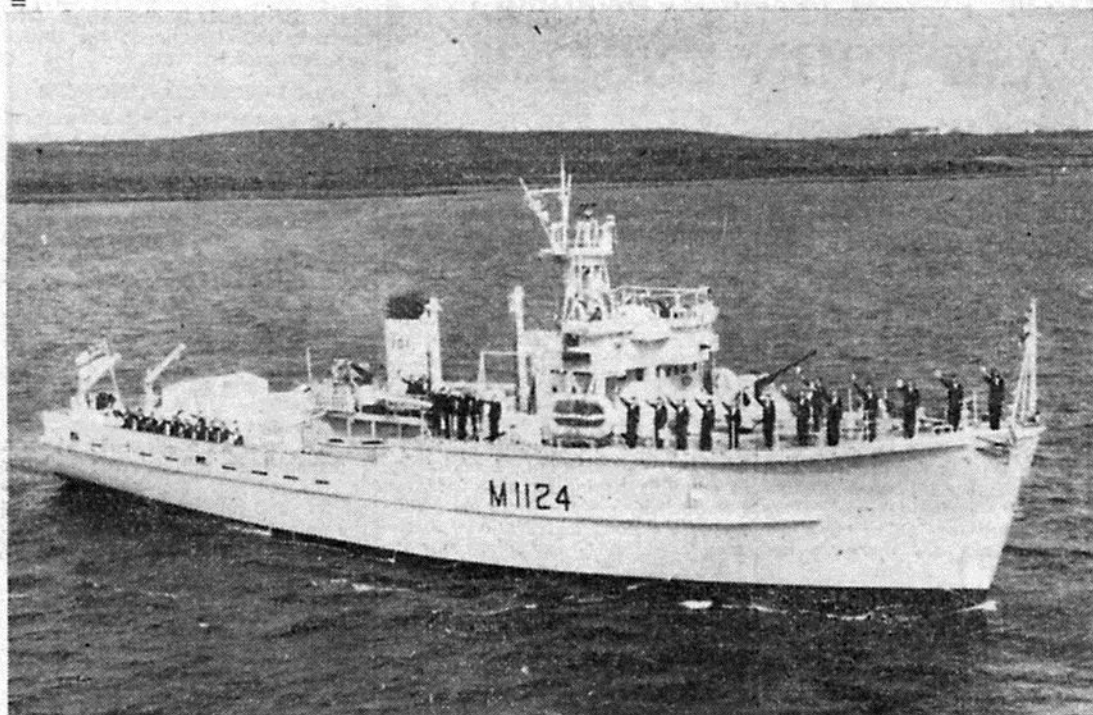
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ROYAL ESCORT



IN AUGUST, Clyde Division R.N.V.R. was highly honoured when their coastal minesweeper Clyde formed part of the Royal Squadron during Her Majesty The Queen's cruise in the Western Isles.

R.N.V.R. sea tenders, including Clyde Division's S.D.B. Dubford have previously acted as harbour escorts, but this was the first occasion on which an R.N.V.R. ship has accompanied the Royal Yacht throughout its cruise. The officers and ratings selected to sail in Clyde, under the command of Cdr. Herbert A. Walkinshaw, V.R.D., R.N.V.R., were justly proud of the honour paid to their division, and no keener crew has ever set sail.

Queen Embarks

After a week in harbour with a small enthusiastic working party, who imparted a yacht-like finish to paint-

work and decks, Clyde joined Britannia in Morecambe Bay on Saturday, August 11, and escorted the Royal Yacht into Barrow-in-Furness where the Queen embarked. First visit on the cruise was to historic Iona and in a freshening north-wester the Royal Squadron sailed for the Mull of Kintyre and the Inner Isles. Through-out Sunday the wind freshened and by Monday morning, when the Squadron anchored in Oban Bay, it was nearing gale force, with worse to come. Eventually the ships were forced to weigh and find sea room in the Firth of Lorne. Later that day the landing at Craignure Bay, a brief spell at anchor at Tobermory and a Force 9 gale in the Sound of Mull provided a few diversions and the comparative peace of the overnight anchorage in Loch Nevis was fully appreciated by all in little Clyde.

Tour of Ship

High-light of the cruise for Clyde was at Loch Boisdale when the Queen and the Duke of Edinburgh landed from the Royal Barge and were conducted over the ship by Cdr. Walkinshaw.

On being detached from the squadron at Stornoway on completion of the cruise, the following signal was received, after Clyde had manned ship and given three cheers for Her Majesty.

"I am very glad you were with us during the Western Isles cruise, in fair weather and foul you have shown your efficiency. I was impressed by the appearance of your ship and men during my short visit at Loch Boisdale. Good Luck to you all."

Elizabeth R."

Dartmouth Cadets Glide Again



Glider in flight

FOR EIGHT years now, summer leave gliding courses have been held for cadets, but with the changed entry into Dartmouth the course has now taken on a new look. In the days of the 13-year-old entry, the first few courses aimed at giving a cadet ground slides and, later, high hops in a primary glider.

Now the entry is 18 years old and wants something a little more thrilling than a primary to fly. This year the camp at R.N.A.S. Bramcote, had these new-entry cadets and midshipmen for the first time, and several new ventures were tried. The courses, of about 10 days each, ran on much the same general lines as the previous two courses, but with extensions. Each day started with a meteorological briefing, followed by a talk from an instructor on the principles of gliding which would be needed to understand the air instruction to be given later in the day. During this talk, the ground crew have been inspecting the gliders, towing aircraft, winches and jeeps, ready for the pupils to take out on to the airfield. The only respite from gliding between 0830 hrs. and 1900 hrs. was a break of an hour for lunch, since 10 days is a short enough time to train pupils properly, even if the weather had been helpful.

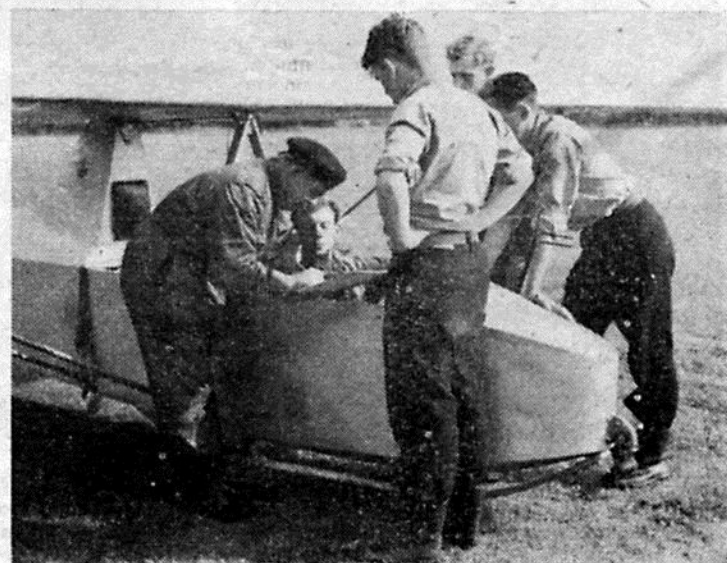
To make the most of the available time, various features not usually encountered in other gliding schools were adopted. Of them all, radio communication between the launch point, winches and high-performance sailplanes was the greatest time saver. Four jeeps were provided for cable and glider retrieving, or, in the early stages of the course, autotowing the primary. Good preventative maintenance and adequate spares helped to

keep the machinery free from breakdowns.

The pupils arrived with varying stages of previous experience, ranging from midshipmen with "B" certificates to newly joined cadets who had never seen a glider before. All pupils initially underwent the same training, starting with air experience flights in a two-seater, progressing to solo circuits. Naturally, the more experienced pupils went solo first, and then they spent their time getting in 20 solo flights, necessary before they could be checked to fly the Prefect, an intermediate sailplane. In this machine, given the right atmospheric conditions, it was possible to fulfil the conditions of the "C" certificate, namely five minutes' consecutive gain of height after release, and two pupils did just manage this on one course. In the same glider the staff gained two "C" certificates, the height gain (1,000 metres) and cross-country distance (50 Kilometres) components of the Silver "C".

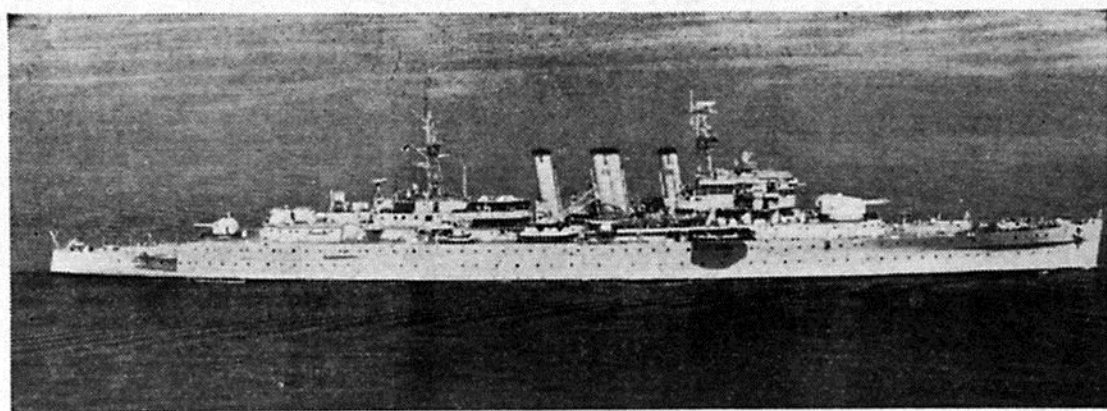
The course had an impressive fleet of aircraft: two Tiger Moths, a Kranich two-seater sailplane, M13 sailplane, Prefect sailplane, two T31 two-seater trainers, two Kadet gliders and two primaries. By using two winches, on fine days about 80 launches were made, though one day the astounding total of 116 was recorded.

This fine collection of aircraft would have been valueless without the ground crew and instructors, whose tireless efforts imparted some of their fanatical enthusiasm for gliding to a few of the pupils, who were getting the finest gliding course in the country entirely free. What was gained by it all? Apart from making the young gentlemen air-minded, which is the *raison d'être* for the course, I know that the staff thoroughly enjoyed it, and this year went away with the satisfaction of having served well and having something to show for it.



Cadets receiving instruction

H.M.S. CUMBERLAND



H.M.S. CUMBERLAND (Capt. W. J. Lamb, C.V.O., O.B.E., R.N.), the Navy's trials cruiser, will be returning to Devonport, on completion of her 1956 trials season, on September 25 to give summer leave to her ship's company.

Since she left Devonport in May this year, she has spent nearly three months at Malta evaluating the efficiency of the Navy's latest guns and control systems. During this time, a short visit was paid to Naples, which gave many of the younger members of the ship's company their first experience of a visit to a foreign port.

In August, the ship returned to Plymouth to embark men of the Royal Marine Commando who were transported to the Mediterranean; she then spent the remainder of the period at sea in the Atlantic and Northern waters carrying out further tests of her stabiliser and proving that her new equipment can stand up to rough weather.

Gunnery

The ship's major trials commitment in 1956 has been to test two new gun control systems—both of which can automatically track and aim at a target by radar. This required extensive aircraft co-operation, which was again provided by 728 Squadron of the Fleet Air Arm based at Hal Far, who were responsible for jet aircraft and towed targets.

Although non-explosive shells were used in firings, many of the targets were destroyed or shot down. In addition, photographic records were taken to prove the accuracy of the guns against jet aircraft making mock attacks on the ship.

These evaluation trials were carried out by Naval personnel. In addition, thirteen representatives of Messrs. Vickers-Armstrongs were embarked during the season so that they could carry out under seagoing conditions the initial tests and adjustments to the new 6-inch turret destined for the Tiger class cruiser. Such tests have in the past been carried out ashore, but in the Cumberland the manufacturer is able to obtain first-hand experience of the conditions in which the turret will be expected to operate.

Boats

Boat trials with the new three-in-one whaler and 25 feet fibre glass motor boat continued for the second season. It will be recalled that the

three-in-one whaler has a removable air-cooled diesel engine and is intended for use as a ship's "sea boat" at sea and for carrying passengers and stores in harbour. With the engine removed, the boat may be rigged as a pulling or sailing boat. Two sailing rigs have been provided for trial, the old "Montagu" type for use in the open sea and a new and more efficient regatta rig for recreation and racing; although somewhat complicated, this latter has proved to be a fast and lively rig.

The fibre glass motor boat has had the cabin modified for this season's trials and will now carry twenty-three passengers; it is intended to replace the present hard chine boat. It is hoped that the fibre glass hull will require less maintenance than the conventional wooden built hulls.

A third boat—a 16 feet "Vee" drive, fast "Skimmer"—is also under trial. With a 50 BHP supercharged diesel, the boat has a speed of 15 knots and room for three passengers; it is intended for use as a fast despatch boat and to be more seaworthy than its predecessor.

Engine-Room

This year's trials have covered two main requirements, first, improved materials to provide greater reliability and reduce the maintenance task, and secondly, automatic operation and remote control of machinery. An example of the first is a new propeller shaft bearing; automatic temperature controls for fuel oil heaters and remote control of main engine throttles are examples of the second. A closed circuit T.V. display of boiler water level is also undergoing test.

Associated advantages of such equipment are the removal of operators from exposure to radiation's hazards and a reduction in personnel required for working the machinery.

Mess Fittings

This season two senior ratings' messes have been fitted with new fittings and furniture, designed to make the best and most comfortable use of the limited space available in new construction ships. These fittings include metal folding bunks, folding tables, and new type kit lockers and electric fires. The general verdict after three months' trial is very favourable.

Navigational Equipment

Trials of the latest Admiralty design gyro-magnetic compass have

continued throughout the season: it is of interest to note that as a result of these, sufficient data has been obtained for a more thorough investigation of the ship's magnetic structure than has hitherto been possible—either in this ship or any other.

Miscellaneous Trials

In addition to the above, trials have been carried out on a wide variety of projects designed to achieve economy, or save weight or reduce maintenance and cleaning effort without loss of efficiency. This category includes new type fibre glass ventilators; laminated deck planking, different kinds of caulking—some applied by mechanical means; door clips, guard rails and awning stanchions of solid stainless steel, mild steel sprayed with aluminium and mild steel sprayed with stainless steel; new pattern W.C. pans of aluminium of a more compact design than the present type; cabin doors of a new construction; new cabin design and layout, and formica-covered aluminium for bathroom partitions. With some reservations, most of these fittings are standing up to service use in a promising manner.

R.N.S.S.

An essential part of H.M.S. Cumberland's trials staff—the officers of the R.N. Scientific and Photographic Service—have been kept fully employed in collecting and correlating the considerable amount of numerical and photographic data required for the subsequent analysis of the various trials undertaken. Improvements made to their recording and photographic equipment during the last conversion period has facilitated their work, though not lessened their commitments. Of interest perhaps—for the trials completed off Malta, over ten miles of 35 mm. and one and a quarter miles of 16 mm. film, not to mention a large number of stills, has been processed.

This quantity has also kept the analysing section very busy. Their spade work for the final analysis to be carried out in H.M.S. Excellent during the winter has involved scrutinising all the exposed film—i.e. about one million frames—and the preparation of about 500 graphs.

Future Programme

The ship will be taken in hand by Devonport Dockyard on October 1 for refit and installation of the new equipment for trial in 1957.

FRENCH AWARD



(Photo: J. C. Lawrence & Sons, Gosport)

IN JUNE last whilst serving in H.M.S. Wizard on a visit to Biarritz, Chief Radio Electrical Artificer O'Carroll was on shore leave in company with a party of friends. He was told that a young French fisherman had fallen into the sea near the Rock of the Virgin Mary, and he had disappeared from sight.

Chief Radio Electrical Artificer O'Carroll dived into the indicated spot from a height of 25 feet and succeeded in locating the fisherman and bringing him to the shore, where he was revived by artificial respiration and removed to hospital for treatment.

The Mayor of Biarritz on behalf

of the town has written commending the action, and O'Carroll has been congratulated by the Commander-in-Chief, Portsmouth.

The Silver Medal and Diploma which has been awarded by the French Department of Merchant Marine was presented to Chief Radio Electrical Artificer O'Carroll by Capt. K. R. Buckley, A.D.C., Royal Navy, the Commanding Officer of H.M.S. Collingwood, after Divisions on Saturday, September 8, 1956.

Chief Radio Electrical Artificer O'Carroll has been in the Navy for thirteen years, and now resides at 10, Coronado Road, Elson, Gosport, with his wife and son.

"Navy News"

is published on the first
Thursday in each month

Old & Very Strong Ale

LITTLE
BRICKY

BRICKWOODS

Married Quarters

THE NUMBER of priority applications for quarters from members of the old commission of Newfoundland has been greater than from other foreign commission ships which have paid off since the scheme started. Quite a number have already been fixed up. Nevertheless, there must still be many who were married before they went abroad, were abroad for more than 15 months and would now like to have their families with them in Portsmouth. They can only be advised to apply through the usual request procedure without any further delay.

The Indian Summer, which came too late for us to enjoy during leave, has at any rate helped on the building programme which naturally slowed down a little during the August holiday period. The southern portion of the Paulsgrove estate has now been completed by the contractor and the remaining houses will shortly be occupied. The Eastney estate of 50 houses should be completed during October and it will not be long before all the houses there are occupied. When these two estates are finished there will be a period when, with few exceptions, the

only ratings' quarters becoming available will be at the Rowner estate on the Gosport side. There is, however, no sign that the rate of occupation of ratings' new quarters, at present about 40 a month, will decrease. Work is going on very fast at Rowner and it will not be long before houses are completed on the two neighbouring estates and at the estate next to Phoenix. The 300th new ratings' quarter will be occupied in the first half of October, and the score should be 400, with reasonable luck, by the end of the year.

The officers now have 64 new quarters occupied and it is expected that the number will have grown to 100 by the end of the year. The batch of 44 lieutenants' houses on the slopes of Portsdown Hill will be completed during October, and the first of the batch of 48 lieutenant-commanders' houses on that site should become available towards the end of the month. The officers' flats and houses to the east of the playing-fields at the Royal Marine Barracks, Eastney, are now getting well under way and a start has been made on the officers' maisonettes at King's Terrace, Southsea.

The rate at which houses have been furnished of recent months is a great credit to the furnishing team. They have had many difficulties to cope with for we must have been furnishing at a greater rate than expected by the Admiralty so that all items have not always been available. Furniture has also been damaged in transit and only too often fittings have been separated from the parent furniture or even would not fit. They have done an excellent job of work.

This month applications have come in faster than ever. No doubt the number married during summer leave has swelled the total, but it is hoped that it is also an indication that the scheme is now better known. The total numbers on the roster are bound to have increased. The number of priority applications, principally from Newfoundland, has slowed down the general roster so that the statistics published in P.T.M.'s this month are likely to show a small increase in waiting time. This is the first increase for a long time and is solely attributable to the priority allocations.

FORMER NAVY and Merchant Navy artificers make up a good proportion of the technicians working at the Atomic Energy Research Establishment at Harwell.

In the Radio Chemical Research Laboratory, one-fifth of the technicians used to work on the sea.

There is, of course, no preferential treatment for former seamen-artificers, but they are welcomed because they quickly adjust themselves to the exacting technical requirements of the establishment and to the equally exacting standard of craftsmanship required.

"A Naval background provides an admirable foundation for our work," said a spokesman at the establishment.

"The combination of self-discipline and technical versatility in the Naval men gives the right grounding for the special work here."

In the reactor division, the branches of the Navy from which Harwell likes to take its technicians are electrical, engine room and ordnance, instrument making, fitting, turning, machining and precision fitting.

Many former Navy technicians have risen to key posts. One chief engine-room artificer, who started with the Authority as a mechanic in 1947, is now a professional engineer at the Atomic Weapons Research Establishment, Aldermaston.

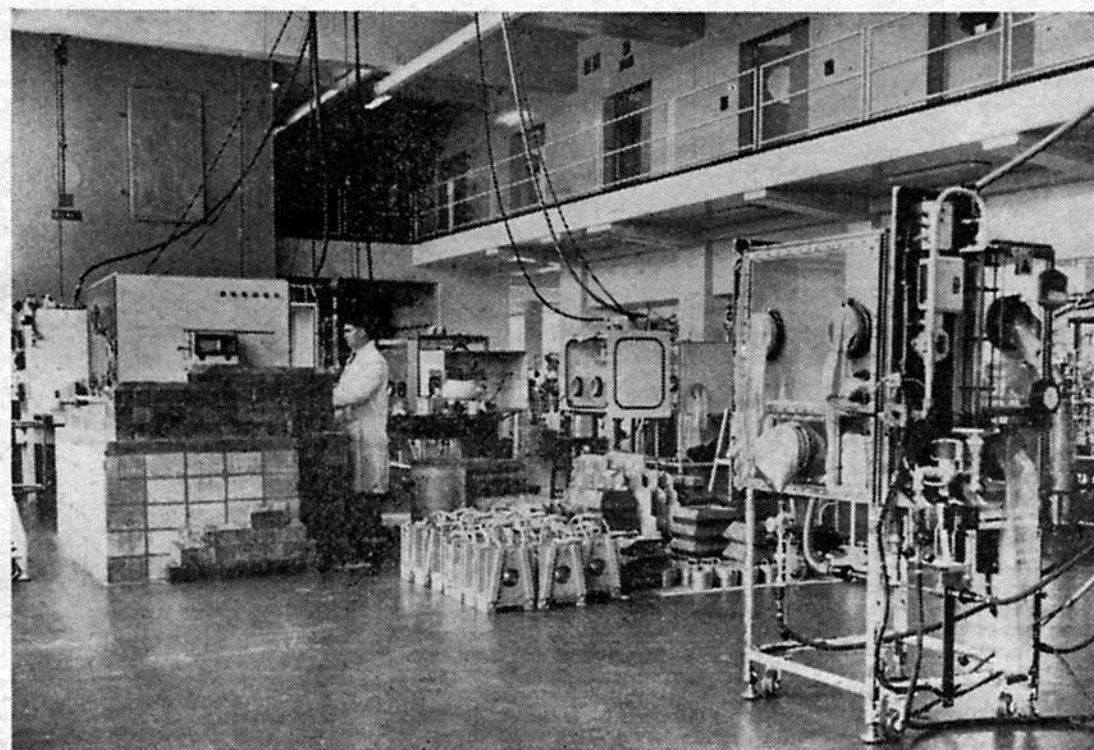
A chief electrical artificer who started as a mechanic in 1949, is now an engineer officer of executive grade at Aldermaston.

Continuing Studies

Mr. Gordon H. Rappé, aged 38, of 32 Compton Drive, Abingdon, was a chief engine-room artificer in the Navy. After fourteen years' service, mainly in destroyers and cruisers, he joined A.E.R.E. in 1952 as a mechanic. He became an assistant foreman in 1953, and a foreman in 1955. Now he is in charge of a workshop and erection group attached to the chemical engineering department.

Mr. Rappé has taken his Ordinary National Certificate, and is now studying for his Higher National, with an ultimate view to becoming an Associate Member of the Institute of Mechanical Engineers. He is typical of the Naval men who have fitted snugly into the scheme of things at Harwell.

The Radio Chemical Research Laboratory at Harwell is one of the units in which the most stringent precautions are taken to safeguard the



The mobility given to cabinets and glove boxes by supplying gas to them from overhead piping, is seen in this picture of one of the Radio Chemical Research department's laboratories

workers and prevent radio-active particles from escaping.

It is an example of a laboratory which will have a familiar look to men who have worked in ships.

There are clean-cut alleyways, a control platform which looks very much like the bridge, with different coloured indication signals and vast quantities of ventilation trunking.

All the technicians, a number of them former Naval artificers, are drilled in the discipline essential in dealing with radio-active materials.

The maritime atmosphere of the laboratory is heightened when two attendants are seen helping to dress a worker clad only in underclothes. They heave a shiny black rubber suit—developed from the frogman suit—

INSIDE HARWELL

up over his body. The sleeves of the suit join long rubber gloves, the joint made airtight by rubber wrist-bands.

Then a rubber helmet is fitted over his head. This is the pressurised suit for industrial operations on radio-active materials.

The worker pushes his way through swing doors into a combined air-lock and shower bath. An attendant watching through observation panels then feeds out air hose, and the worker enters a sealed workshop, dragging his hose behind him like a deep-sea diver.

Sealed Compartments

The workshop is an orthodox one, and many operations are carried out in there on lathes, drills, and milling machines.

A two-way telephone keeps the worker in touch with his colleagues outside the sealed compartment. When his work on the machines is finished, the worker re-enters the airlock and is sprayed all over to remove possible radioactive contamination from his suit. He is then undressed by his attendants, and takes a shower bath.

The engineer in charge of the Radio Chemical Research Laboratory is an ex-Naval engineer, and was formerly a deep-sea diver. He was able to use this experience in helping to develop the Harwell pressure suit from frogman equipment.

In one section of the laboratory mobile cabinets of transparent plastic contain radio-active materials. Translucent plastic bags or gloves penetrate the cabinets through holes in the walls. Through these gloves technicians are able to work on irradiated materials.

Inward Leak

The cabinets are at a lower pressure than the atmosphere outside, so that if there is a leak of any kind, the seepage will be into the cabinet and not out of it.

The gas used in the cabinets is argon, an inert gas which does not cause oxidation. As it is impossible to introduce the old-fashioned oily rag or any other external lubricant to metals and materials in the cabinets, it is essential to use a gas which will keep components free of oxidation. The argon gas comes from a small, conventional type gas holder outside the laboratory, and enters the cabinets through plastic or rubber piping.

A new method has been developed in the laboratory by which cabinets can be wheeled to a window connecting with a sealed workshop for pressure-suit work. One glass wall of the cabinet is then removed in the same manner that a photographer exposes his plate after its insertion in the camera. The contents of the cabinet may then be removed by a pressure-suited worker inside the sealed workshop.

Large radioactive components are transferred from one department to another by pushing them through a porthole in the wall, encased in a plastic stocking which is sealed at its outer end. The stocking is then sealed in two places by a high-frequency welder at the end closest to the porthole. The bag is then cut between the two seals, leaving the component completely encased in plastic, like a Christmas parcel. Consequently it does not come into contact with the outside air.

Signal colours on the doors of laboratories and departments giving the state of radioactivity are similar to the colour markings in warships, denoting the state of doors for watertight efficiency. A coloured escape hatch and occasional sprinkler valves in the ceiling as safety precautions complete the ship-like atmosphere.

In the ventilation plant, housed on the floor above the laboratory, is a mass of ventilation trunking in brilliant colours, with valves, water-cocks, and batteries of piping and warning notices.

Ships' ladders and cat-walks add to the Naval atmosphere.

Air Filtered

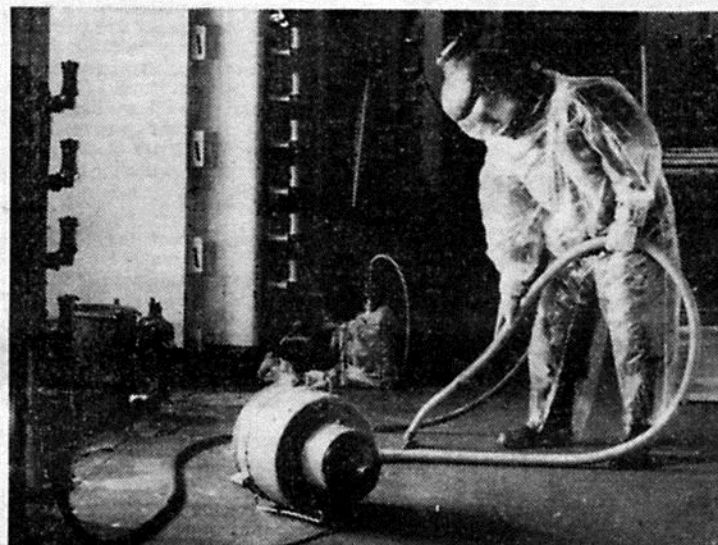
The trunking system ventilates the laboratory below, changing the atmosphere every minute. Contaminated air from special departments such as the sealed workshops is drawn off and passed through both mechanical and electrical filters before release to the atmosphere from a chimney stack.

At the top of the building, in the ventilation control room, the man-o-war atmosphere is unmistakable.

This is the bridge of the ship. Tall control panels in battle-grey loom in the centre of the room, peppered with signal lights and diagrams. From here the air arteries are watched, checked and overhauled when necessary.

This intense concentration on ventilation prevents any worker from swallowing radioactive particles in the air, and as long as the precautions are observed there is no danger of this happening.

Philip Costello



Using a special type of vacuum cleaner to cleanse a department after work has been carried out with radioactive materials



A laboratory worker wearing the pressurised suit developed from the frogman-diver suit, working on one of the cabinets used for glove work on radioactive materials. A colleague in lighter protective clothing is assisting

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R.N.B. PORTSMOUTH

TO BE half-way through release routine and then to be told to put everything into reverse because of events three thousand miles away, is enough to daunt even the strongest heart. But this is what happened to many men on special service engagements who had joined R.N. Barracks for release this month. That they took their disappointment so cheerfully and loyally is greatly to their credit, and in the very best traditions of the Royal Navy.

With the closing down of Victoria Barracks, R.N.B. again takes over the new entry training task. Many of our more elderly readers will recall that they received their first introduction to parade training on the little parade ground of R.N.B. as new entries. The present generation is housed in the blocks previously inhabited by members of the Engineering Branch, that is, the E.R.As. Mess and Frobisher Block. These two blocks have now been vacated and modified, and have been commissioned under the name of Jervis Block. With commendable speed and zeal the new entries can now claim to have settled in.

Archery Club

The Dog Watch activities continue to flourish. Everywhere there are talent scouts looking for new stars to represent their Group at one activity or another. During the current month a group of enthusiasts in the art of toxophily have banded together to form the first R.N.B. Archery Club. Members are now seen speeding a pretty arrow on the United Services Men's Ground on two evenings a week.

On September 21 Divisions were inspected and the salute taken at the subsequent march-past by Rear-Admiral W. J. W. Woods, D.S.O., Flag Officer Submarines. During the ceremony he presented the Long Service and Good Conduct Medal to Chief Supt. Art. Mack. In a congratulatory signal sent afterwards, the Admiral said: "I was much impressed by the smartness of the parade and particularly the good standard of marching of the new entry divisions, after so short a time." The public is always welcomed to witness these fortnightly divisions which are held on Fridays, at 3 p.m.

Lord Hailsham, who has recently assumed the duties of First Lord of the Admiralty, visited R.N. Barracks on his recent acquaintanceship tour of the Portsmouth Command. He visited many of the living quarters and proposed building sites and took an opportunity to speak to the officers and senior ratings during his tour. He was accompanied by the Commander-in-Chief and the Naval Secretary.

R.N.B. DEVONPORT

THE PERIOD under review passed through Devonport with all the gay holiday atmosphere of a wet night in Wigan. After the first few days of the monsoons the compilers of Daily Orders found it more convenient to keep "All grounds unfit" permanently set up in type.

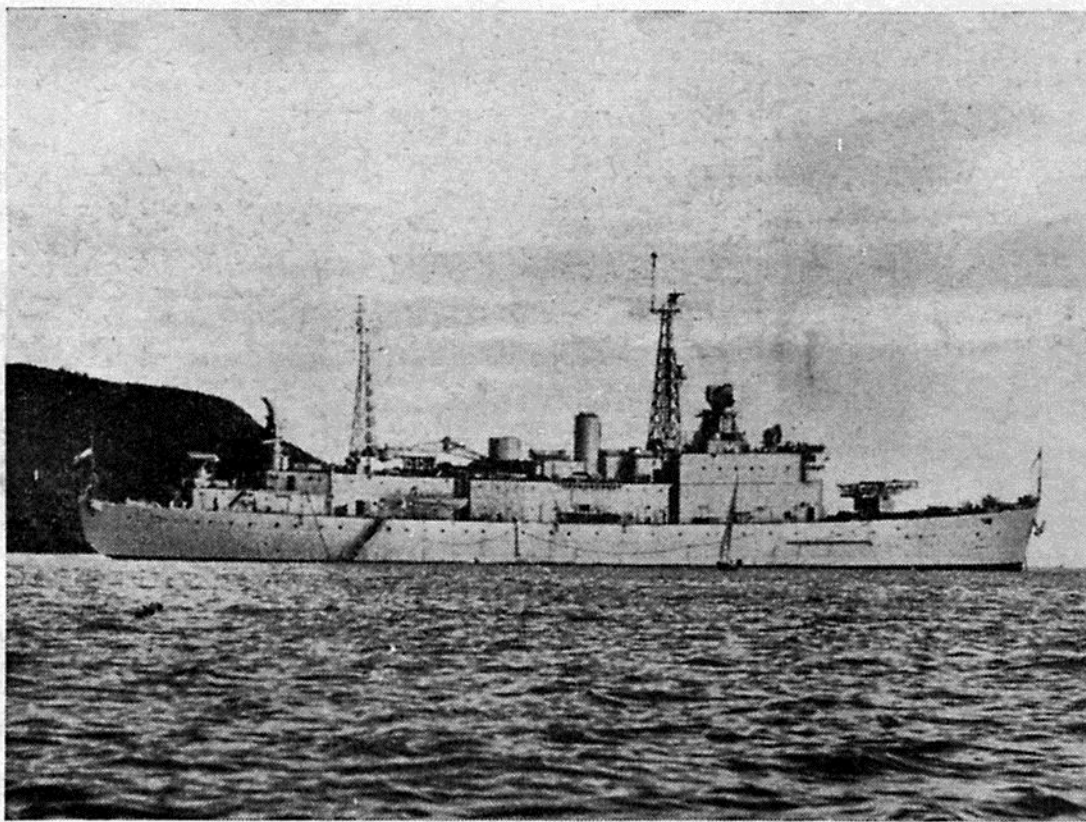
Not even the advent of "Rock Round the Clock" at a Plymouth cinema did much to enliven the West Country scene. Maybe it is because we are so much better behaved in this part of the world—or maybe it was the chastening effect of our older badgermen, one of whom confided to your correspondent: "I goes to pictures to see the film. Anybody starting anything near me gets lifted alongside the lighthouse."

Children's Sport

The Barracks summer season closed with the Children's Sports and Drake Fair being held within a few days of each other. Both events were all but rained off, but thanks to the customary élan and gift for improvisation for which Jack is famous, they were well-attended and went with the usual swing.

The Drake Fair—our big annual event in aid of the First of June Appeal—was notable for the presence of many foreign notabilities, particularly one Antonio Guzzoggi, a famous ice cream vendor. Other well-known R.N.B. officers appeared before an admiring public in the guise of soothsayers, crystal gazers, auctioneers, flying saucer navigators and hot dog constructors. All these gentlemen amiably competed with each other in professional parlance, and such terms as "Here you are, then! This is no swindle!" and "I am not here today and gone tomorrow—I'm gone to-night!" were two a penny. Altogether it was a most pleasant afternoon, and one hopes that the poor weather did

COMMAND NEWS



H.M.S. Girdleness—the Navy's first guided missile firing ship

little to reduce the record takings traditionally associated with R.N.B. for this good cause.

A Venezuelan destroyer is in and round the Port and living aboard as liaison officer is Lieut.-Cdr. E. F. Byrne, R.N.Bs., entertainments officer, press officer and Navy Days secretary. We tried to interview him on a "South America, here I come" theme, but muttering something about selling another oil field to Edmundo Ros he continued on his way through the dockyard in his expensive Cadillac.

War against Paper

An interesting blow in the war against paper has just been struck here. In an effort to cut down the number of cards, chits, etc., that a man has to carry round with him these days, meal-cards for the internationally-famous eating house of Jago's have been temporarily dispensed with. Our Commander hastily assures me that this should not be taken to mean that a man can make unlimited trips round the buoy when a popular supper is on. Other means, he says, have been taken to prevent such gastronomic excesses.

There is little to report from the world of the sea. H.M.S. Warrior and H.M.S. Cavendish commissioned on August 21 and 28 respectively, and H.M.S. St. Austell Bay has recently returned from A. and W.I. after a cruise taking in some of the less-frequently visited North American and Canadian ports.

H.M.S. JUPITER

THE PERIOD under review has seen the end of our leave and we are now hard at work on our task. This suddenly seems to have become more important due to the activities of a swashbuckling Egyptian.

However we have been able to embark on a very full programme of sport at week-ends and our next major event will be a pulling regatta. Training is in full swing and a crew of shipwright artificers is tipped as looking very promising.

The ship's soccer team is entered in a local league and for the Scottish Amateur Cup and three of our players have been selected for a Scottish Command trial.

Soccer League

An interport soccer league is being started and in a practice match the electrical division beat your correspondent's division by eleven goals to nil. Some teams require more practice than others.

We have eight boxers under training and S.A. Keogh, A.B. Harriss and L./Sea. Kay should all do well.

Our hockey team has a regular series of fixtures in a local league and fixtures have been arranged for our rugby team. Other sports well under way are fencing, golf, sailing, cycling and angling. Angling is particularly good in this part of the world and

anybody prepared to take a little trouble can usually catch his breakfast.

Housing Position

The housing position is steadily improving. Briefly the position is that waiting time on the married quarters roster is at present about four months. Thirteen of the new ratings married quarters are already occupied and the remaining thirty-three under construction are being completed at the rate of two per fortnight.

The furnished hiring scheme is in operation and any man who can find a suitable house may occupy it almost immediately. The civilian housing position is not very good in this area, but a seasonal improvement takes place at this time of the year.

H.M.S. DOLPHIN

IN 1917 a pair of sea lions were, under Admiralty direction, accommodated in Fort Blockhouse for training with submarines. The purpose behind this was to discover whether these animals could be successfully used in tracking down enemy submarines. The Commanding Officer of Fort Blockhouse in those distant days was Cdr. W. R. D. Crowther, Royal Navy, who was asked to make all the necessary arrangements for the trials which involved, amongst a host of other requirements, training with a submarine at anchor, on the surface, and, later, submerged. As sea lions had never before been employed in the detection of submarines no data was available to give a time for such training but it was thought a fortnight would be measure enough to learn if the animals would collaborate as hoped.

Rumour, since the trials were unsuccessful, has suggested many reasons for this. Apart from the most reasonable—the persistent pursuit of shoals of terrified fish into the shallows of the upper Solent—there is one to the effect that the two sea lions, Queenie and Billikins, stars of a vaudeville team at a local Hippodrome, preferred the plaudits of an admiring audience twice nightly to the scant praise and odd kipper of their daily peninsula training. Another is that both animals joined up with a bathing party near Lee-on-Solent, and one sea lion while driving the mixed party homewards, was arrested for driving on the wrong side of the road. Prosecution failed since the sea lion was able to prove that it was obeying the marine rule of the road. To the student of the comic the sea lion incident affords opportunity for invention but perhaps, when reminiscence and reunion are the order of the day, truth will be served.

Midget Submarine

The midget submarine XE8, recently on view in London, has now returned to its previous position at Blockhouse. Like Caesar's Gaul it stands in three parts which have yet to be bolted together. The idea occurred to the Dolphin corres-

pondent that if the sections were left unsecured, and the open ends covered with perspex it would permit visitors to view the interior without the difficulties of climbing into the boat. Dolphin's midget submarine XE8 is of the same class as XE3 in which Lieut. Fraser and L./Sea. J. J. Magennis won the V.C. in Singapore Strait when they put the heavy cruiser, Takao, of the Japanese Navy completely out of action in July 1945.

Of recent Dolphin events the Chief Petty Officers and Petty Officers' Forum,

under the chairmanship of Capt. G. D. A. Gregory, D.S.O., Royal Navy, Captain of H.M.S. Dolphin, held on Saturday, September 15, was an unqualified success. This was the second of such meetings. The United States submarine Becuna (Lieut.-Cdr. Webb, U.S.N.) from the Mediterranean was visitor to Blockhouse during the week of September 17. Lieut.-Cdr. Webb stated that a highlight of Becuna's commission had been an inspection by Vice-Admiral Brown, Commander 6th Fleet.

Of Submarine Old Comrade interest is the news of the formation of a Dorset branch—the secretary of the Dorset Old Comrades Association is Mr. L. C. Roberts, 25 Victoria Road, Wyke Regis, Weymouth. In a recent list of Submarine Old Comrade Branches details of the East Anglian branch were inadvertently omitted. For those who have a submarine qualification, and for those who live in the area application for membership should be made to Mr. A. A. Betts, Honorary Secretary, East Anglia Submarine Old Comrades Branch, 14 Royal Hospital School, Holbrook, Suffolk.

H.M.S. AMBROSE

AT PRESENT the strength of the Squadron is once again three submarines comprising the Astute, Alderney and the new arrival, Alliance.

During October the Alderney returns to her home base: Dolphin, after doing a year based on Halifax. Astute who has been the longest on the station, arriving here April 4, 1955, is due to return to U.K. in December, and she will have completed a very busy commission of constant working with the Canadian anti-submarine ships, R.C.A.F. and also the Americans, in several bases in the West Indies station.

The NATO exercise, New Broom VI is now underway and both the Astute and Alderney are participating in this exercise. This exercise is to be followed by the normal routine of the submarines working in the Gulf Stream with the Canadian ships on anti-submarine exercises.

With the arrival of the Alliance in the Squadron, whose complement is approximately fifty per cent Canadian, we are becoming gradually near to the first ideas of the Canadians having their own submarine squadron.

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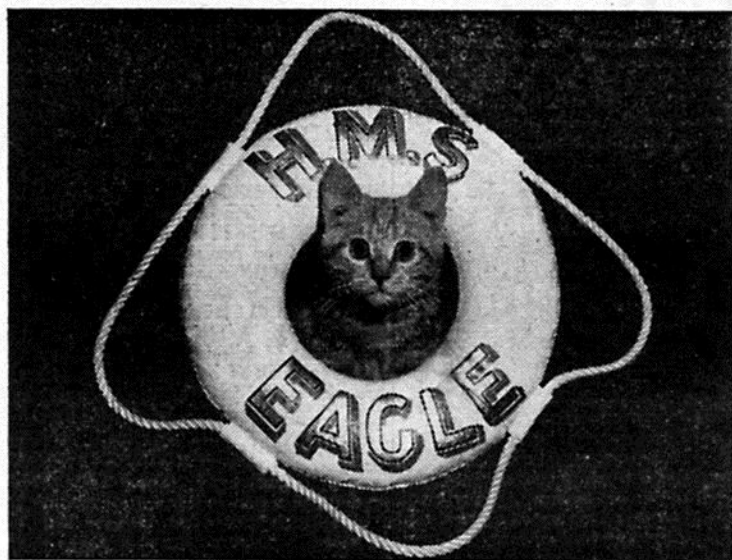
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H.M.S. EAGLE AT NAPLES



HIGHLIGHTS OF the July cruise for H.M.S. Eagle have been the visit to Naples and the coach tours to Rome, Sorrento and Pompeii by the ship's company.

On passage from Malta to Naples, Eagle passed up the east coast of Sicily and through the Messina Strait, which proved to be a very interesting experience for a large number of the crew, particularly when the ship passed under the new high tension electric cables running across the Strait, the ship cleared them with the foremast by 6 ft. at which time the Captain was heard to exclaim "Wait for the flash!"

Once past the Messina Strait we made for Stromboli, still very active, and to prove it the famous landmark gave out a few tons of dust and lava.

Eagle arrived at Naples a.m. Tuesday, July 24 and was pleased to find that she had the harbour to herself, except for a U.S. Navy survey ship. All too soon the pleasure of deserted harbour was dispelled when the Italian Navy steamed in. Next day the Americans took over as in came about

fifteen ships including a troopship complete with families! The harbour had suddenly become crowded.

As usual the human element had great fun, particularly the Naval airman who managed, in the face of fierce competition from U.S. service men, to capture a fairly rich female (U.S. species) who was on holiday at Naples... He spent the rest of the visit loafing on the beaches at Capri!

Visit to Rome

A very large number of the crew availed themselves of the opportunity to visit Rome and have an audience with the Pope. Chiefs and P.O.s. having a three day visit, hotel included in price of tour. Similarly large numbers embarked on the visits to Sorrento and Pompeii whilst old timers wondered what on earth the youngsters of the Navy were coming to in visiting ruins and Roman architecture!

During the stay at Napoli, the well loved Gracie Fields came aboard to entertain the "troops," Gracie joked and sang for the afternoon to a very impressed audience. It is believed that not a "pusser" ship visits Naples without Gracie going aboard to give the boys entertainment and many are the visitors that Gracie received in her Capri home from Naval ships... Well done Gracie.

All too soon the visit ended, it had been voted a great success except for two things... the horrible smell of fumes which clouded the ship during the night... This was tracked down to an oil refinery the other side of the harbour... The other black mark the harbour... The other black mark to be curtailed for a few hours. On that score Eagle still speculates.

Further news of Eagle will be forwarded when we make it! Until then the best of luck!

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H.M.S. EXCELLENT

SINCE LAST appearing in print in these columns we have left a very busy summer term well behind us, including as it did, the Whale Island tournament, sports day, children's parties and similar activities, in addition to the more routine jobs of the Island.

As summer leave was later than usual this year, we now find ourselves well into September as the autumn term really gets under way.

An event of significance in the history of training carried out at Whale Island took place on Tuesday, September 11, in connection with the commissioning of H.M.S. Ceylon. Eighteen Junior Seamen (Seamen Gunners), who left Whale Island that day, were the first ever of this category to go to sea fully trained and qualified to do their jobs in manning the armament of a ship.

On Friday, September 14, H.M.S. Excellent was honoured by a visit by the First Lord of the Admiralty (The Right Honourable Viscount Hailsham, Q.C.), who, in the course of his visit, saw the Air Weapons Section, the Battle Teacher, West Battery and the Guided Weapons Section.

Sport

On the sporting side, the cricket season closed for us with a record of 10 wins out of 23 matches played, with 8 lost and 3 drawn. The remaining two matches were abandoned. A very successful inter-part cricket competition held on the Island, closed in exciting fashion when the Chief Petty Officers beat Supply and Secretariat on the last ball of a twenty-over match.

The Whale Island regatta, held on Sunday, September 9, was fortunate in having favourable weather and produced a good turn-out of well over thirty entries in all classes. The principal Whale Island success in the regatta was secured in the whaler race, by Capt. R. Casement, O.B.E., R.N., the captain of H.M.S. Excellent.

At soccer we have got away to a rather shaky start, largely due to the later leave period which has, to date, prevented our fielding a fully representative side. The hockey eleven, however, have made a rather better start by winning their first match of the season.

R.N.A.S. CULDROSE

AFTER A very welcome summer leave the station returned to typical Cornish weather conditions. For practically the whole of three weeks we have been enveloped in swirling sea mists which have severely restricted our flying activities and have provided plenty of hard work for the G.C.A. controllers. However, our sportsmen have been busy training in order to retain the many trophies which came our way last year.

The soccer and rugby teams are gradually finding their feet in the local leagues (no pun intended), but perhaps the most successful team is the hockey eleven, which has an unbroken record so far this term. In each game it has played, the score has been handsomely in favour of the Seahawk team.

The boxing team has commenced its training and has several matches in the forthcoming season. On November 9 it meets the D.C.L.I. team at Truro, the proceeds of the event being in aid of the Royal Naval Association.

The display and gymnastic team, whose efforts have been faithfully recorded in NAVY NEWS since the outset of its season, has now gone to rest. Their final display was at Royal Air Force, St. Mawgan, on Battle of Britain Day. Altogether the team has performed on twenty different occasions.

The Culdrose theatre group had a very quiet summer term, performing only a one-night stand variety show in August. They also performed a variety show for Porthleven Gala Week which was very well received by the local population and summer visitors. The group is taking advantage of the winter term to train for the Drama Festival next year. At the moment two different teams are each producing a full-length play, with no duplication of parts or production staff. The plays, "Home at Seven," by R. C. Sherriff, and "Love in a Mist," by Kenneth Horne, will be produced in the middle of October.

Helicopter Transfer

On Tuesday, September 18, a helicopter from Culdrose lifted a mechanic (E) from the anti-submarine trawler Fetlar and transferred him to the sick bay for medical attention. The rating, Mech. (E) Archer, of

Charlton London, had fallen and seriously injured his knee. Transfer from the vessel to the helicopter was made difficult owing to the high superstructure on deck. As a result it was necessary to lower a boat from the Fetlar and the injured man was eventually transferred to the helicopter from the boat. The aircraft was piloted by Lieut. J. Burke, of Cheshire.

H.M.S. HORNET

FRESH IN the minds of us all in Coastal Forces has been the summer leave period. It would appear that the leave was appreciated by all, but there was little summer weather.

All eyes are now focused on winter sports, rugby, soccer and hockey, and all those responsible for the organisation of these three major winter recreations like to think that the teams are going to be as good as, if not better than, last season, except in the hockey world. The hockey hon. secretary is very modest and not very optimistic, but, of course, it will be difficult to live up to the high standard set last year. Nevertheless it is I think only a "front" and that we can reasonably expect to retain the Knockout cup for another year. The rugby and soccer worlds are much more optimistic and we look forward to great results from them.

On Wednesday, September 5, we said "farewell" to some old and trusted friends. The last of the Fairmiles or "Dog" boats was paid off into reserve. These boats appeared in Coastal Forces during the second half of the war, when they did valiant service. They are replaced in the 1st F.P.B. Squadron by the "Dark" class boats which, although not so comfortable to live in, are more modern and therefore capable of hitting harder and, of course, much faster—"Time marches on."

For the rest—we should all have recovered from leave by now and are preparing for the Commander-in-Chief's inspection on September 27, and for various winter exercises.

Fairmile "D" Class

On September 5, 1956, F.P.B. 5020, the last Fairmile "D" class boat in service in the 1st Fast Patrol Boat Squadron, was paid off at H.M.S. Hornet, the Coastal Forces base at Gosport. Apart from F.P.B. 5002 manned by the Royal Marines, and a number of boats administered by H.M.S. Osprey at Portland, 5020 was the last of a long line of "Dog" boats which had served in Coastal Forces for over fourteen years.

The lines of the "D" type were developed by the Admiralty late in 1939, and were obtained, in effect, by splicing a destroyer bow on to a fast motor boat stern, to obtain less pounding of the hull when driven at high speed into a head sea. It was not until March, 1941, however, that the actual design was commenced, by which time the need for a "Long" boat with a heavier armament and higher speed than the motor launches then in service became apparent, as the E-boat offensive continued against our shipping. The Fairmile organisation undertook the building of the "D" class and parts were prefabricated in and around London and assembled by thirty different builders

throughout the United Kingdom. The first boat was launched by Tough Brothers Limited at Teddington, Middlesex, on October 6, 1941, and ran trials the following February. The last boat was commissioned for the Royal Navy in July, 1945, by which date 209 craft had passed into service.

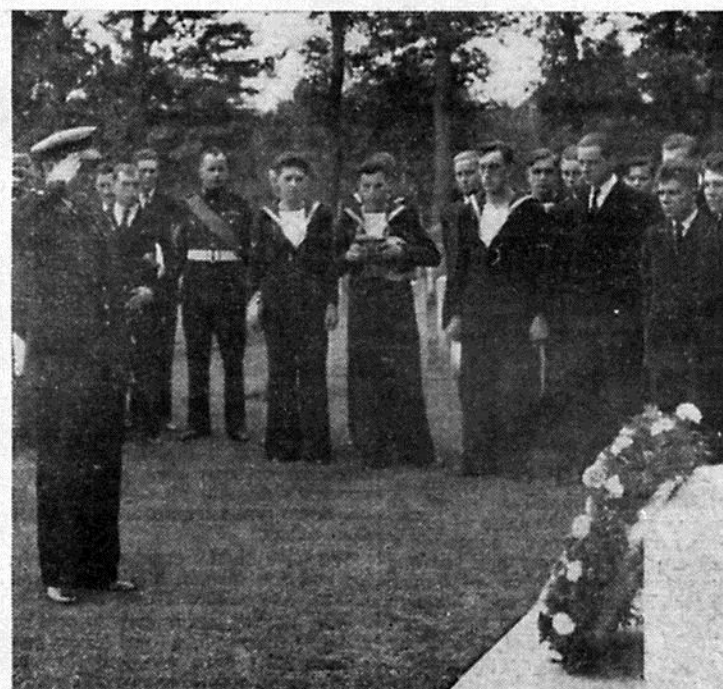
Use of Boats

In all, 229 "D" class were ordered, of which one boat was cancelled and nineteen were completed as long-range rescue craft for service with the R.A.F. in the Far East. In addition a further twenty-one boats were earmarked for conversion from M.T.B. into L.R.R.C., towards the end of 1944, when it became obvious that the war in Europe was drawing to a close. During the war, thirty-nine "D" boats were lost, of which five were M.G.B. and the rest M.T.B. After hostilities ceased, the majority of the older boats were disposed of, often being sold for conversion into house boats. Others were used for targets and trials purposes and over forty boats were handed over to various Sea Cadet Corps for training and headquarters. By the end of 1946, there were only about two dozen "Dog" boats left in service and these were mainly administered by H.M.S. Hornet. In the past ten years the number of "D"s fit for operational service has slowly declined, as craft have been discarded through damage and service.

Originally intended to be known as M.L.s., the first flotillas of "Dogs" entered service as either M.G.B. or M.T.B. After the autumn of 1943, all new construction was known as M.T.B. and carried a combined torpedo and gun armament, often as many as fourteen guns and four torpedo tubes being fitted. Five flotillas totalling forty boats sailed to the Mediterranean under their own power, but apart from these, all "Dogs" were based around Home Waters. One flotilla, the 30th (later 54th) M.T.B. Flotilla based at Lerwick was manned by the Royal Norwegian Navy and the 65th M.T.B. Flotilla was operated by the R.C.N. Among the flotillas which operated "D" class boats during the war, were the 17th to 22nd M.G.B. Flotillas and 30th to 33rd and 50th to 68th M.T.B. Flotillas. Since July, 1949, they have provided the majority of the strength of the 1st F.P.B. Squadron.

In addition to serving as motor torpedo boats and motor gun boats, "D" class boats carried out other duties. One flotilla, the 64th M.T.B. Flotilla, was fitted for minelaying, while the 66th M.T.B. Flotilla operated anti-submarine patrols in the Channel and North Sea, being fitted with Asdics and 32 depth charges, but no tubes. In late 1944 the 55th M.T.B. Flotilla was fitted out for Operation "Shellfish," namely, the destruction of German oyster mines, and had part of their normal armament removed. Several other boats were used for special work and trials, including M.G.B. 602, which was fitted with Rotol variable pitch propellers, M.T.B. 680, which in the late summer of 1943 was fitted with the prototype radar set Type 268, which was later fitted as standard to post-war boats, and M.T.B. 718, which operated with Naval Intelligence in operations against the Norwegian, Belgian and Dutch coasts.

After the war, Fairmile "D" class boats served in the Trials Squadrons



The Master-at-Arms of H.M.S. Maidstone at the salute after laying a wreath on the war memorial of the airborne troops at Arnhem

at H.M.S. Hornet, and among other projects carried out, were many in connection with gun and torpedo armament and radar equipment. Although nearly ten years old at the time, three boats even received lattice masts, and this hardly improved their appearance. Even in the early days, it is reported that on seeing a "Dog" boat for the first time, one officer asked whether "that was the box it arrived in!" The Fairmiles have come a long way since those days and have seen history made. Indeed they played no small part in making history.

NORTHERN AIR DIVISION R.N.V.R.

EACH YEAR the R.A.F. perpetuate the Battle of Britain anniversary by throwing open their Air Stations where they are "at home" to the general public, and provide both static and flying displays for their enjoyment, in addition to the ceremonial march-pasts, bands, P.T. demonstrations and so forth.

As a compliment to Naval Airmen and by way of an acknowledgment for the help they gave during the last stages of the by now historic Battle, by providing a number of much-needed fighter pilots when numbers were running very low, invitations to participate in the flying displays are invariably issued to Naval Air Stations which are situated conveniently.

Altogether 45 R.A.F. Stations took part in this year's celebrations. Those nearest to R.N. Air Station, Stretton, are Hooton Park, Harwarden, Valley (Anglesey), Tern Hill and Jurbly (Isle of Man). The Northern Air Division, R.N.V.R., was asked to co-operate and did so. Four Attackers of 1831 Squadron did a formation flight round the R.A.F. Stations concerned and a single Attacker gave an aerobatic display at Hooton Park. Bad weather prevented anything more ambitious being undertaken, but all Stations acting as hosts were visited.

Avenger Aircraft of 1841 Squadron gave flying displays at Hooton Park and many static exhibits were provided by R.N. Air Station, Stretton, including Wyvern aircraft at Valley, Anglesey. Some old friendships were cemented afterwards at parties held at Hooton Park and Valley. Altogether a very successful and friendly item of liaison.

R.N.A.S. ANTHORN

THE BIG news item so far this term has been the Admiralty's announcement last month that Anthorn is one of the Naval Shore Establishments to be closed as part of the shaping of "The New Navy." Contrary to a commonly held idea locally, this does not mean that tomorrow or even the day after Anthorn will be a derelict part of the Solway Marshes. So far the cry is "Business as usual." One of the consequences of the announcement was that the local station-master arrived to ask the stores officer if he could be given some warning before 700 men marched down to his station

accompanied by dozens of lorries loaded with stores!

On September 19, the B.B.C. broadcast from Anthorn the "Hello Mum" programme. Some fourteen ratings and Wrens were able to request tunes for their relatives.

The local W.V.S. ladies have done a grand job in organising and opening a small club in Carlisle for Service men and women, a long-felt need ever since the N.A.A.F.I. Club closed down some years ago. As this may be of interest to ratings and Wrens from other ships on leave in Carlisle, the address is W.V.S. Services Club, 32 Victoria Place, Carlisle. In addition to reading and games rooms, there is an efficient snack bar serving hot and cold meals.

H.M.S. VERNON

Off the Record

AS COLOURS sounded off, the Petty Officer turned to the main gate sentry: "What's going on here?" he asked. The sentry looked hard at him and then reeled back into the arms of the O.O.W. At the same time an Admiral of the Fleet was, penny in hand, enquiring the whereabouts of the hand-washing saloon—all rather odd, but perhaps not so when it is appreciated that a film company was shooting a film version of "Off the Record" in our domain. Eunice Grayson provided, as one rating observed, "the finest stand-easy we've ever had." Exposed to a thirty-knot wind, provided by nature and aided by a wind-machine, she climbed up the jetty from an M.T.B. and revealed as pretty a leg as we've seen for some time. It was a difficult scene and had to be shot many times—much to the crowd's delight.

Films

Talking of films, our own film officer, Instr.-Lieut. K. O. Boardman, has completed a film concerning the preparation for and conclusion of our entry for the Royal Tournament, the "Night Convoy Action." He is to be congratulated on a first-class job of editing, and, of course, the Photographic Department for the wonderful work they've done. The shots taken at the Tournament itself are a triumph of photography—a great record of a great achievement.

We were honoured recently by a visit from the First Lord of the Admiralty, Lord Hailsham, who appeared quite pleased with all he saw. Our Minesweeping Squadron carried out a one-day exercise in the Solent with the R.N.V.R.-manned sweepers and seem to have had a very successful and enjoyable day.

The machinery is now in motion for the production of a Christmas revue, and already our eyes are turned towards the Spring Drama Festival—we have the ideas, all we need now are the actors!

The winter sports are too much in their infancy to merit much comment except perhaps to say that they have all started off with a rush of enthusiasm and that stalwarts are to be seen on the field every evening for practice. We wish them all success this season, the game's the thing.

H.M.S. OSPREY

PORTLAND NAVY Days were held on August Bank Holiday week-end and for the first time it was a three-day session instead of the two-day session we have had in the past. The programme was reduced by the sudden departure of the H.F.T.S., but this was offset by the presence of new frigates and the fact that more submarines were open to visitors. Portland was very lucky with its weather which remained dry throughout the Navy Day times, although near-by Weymouth was subjected to a terrific downpour on Bank Holiday Monday. Although the daily attendance was below standard, the total attendance over the three days was higher than before, with a corresponding increased financial return. Osprey personnel were very much concerned with the success of Navy Days, many of them in unobtrusive ways. Osprey's name and role, however, was made familiar to the public by the M.A./S.T.U. and its teams who did yeoman service. Demonstrations of A/S attacks followed upon one another and there was always a small queue waiting.

Summer Ball

The Wardroom held their summer ball and the Chief Petty Officers their social and dance in their respective Messes just before summer leave.

The sailing season has been one of some activity. Unfortunately we only managed third place for the Portland Sailing Dinghy Trophy which was won by S.M.2. C.P.O. Flux was the winner of the Gieves' Cup and Lieut. Green won the Balfour Cup.

The cricket season is now at an end, but in spite of the weather it was a good season with surprisingly few games cancelled because of rain. The Inter-part Competition was won by the Long Course officers.

Our thoughts are now naturally turned to hockey, rugby and soccer. The first two are not properly into their stride yet, but Inter-part and Inter-class soccer matches are already going well and in the near future we are meeting R.N.B. Portsmouth in the first round of the Navy Cup series. We, naturally, have high hopes of winning this and by the time this is in print we shall know whether our hopes have been realised.

We have just said good-bye to Capt. G. I. M. Balfour, D.S.C., R.N., who has been succeeded by Capt. R. W. Mayo, R.N., as Commanding Officer of the Establishment. On his departure, the car carrying Capt. Balfour was towed by his officers from the wardroom to the main gate where he was cheered as he drove away. He took with him our sincere good wishes for every success and happiness in his next appointment.

LETTER TO THE EDITOR

THE DECEMBER issue of NAVY News contained a photograph of Rear-Admiral R. G. Onslow, C.B., D.S.O., the Flag Officer, Flotillas, Home Fleet.

This name recalled to one of our readers the night action of the Battle of Jutland in which the reader served in H.M.S. Onslaught, the Commanding Officer of which, to use the reader's own words, "a great man, Lieut.-Cdr. Arthur Gerald Onslow, D.S.C., who gave his life in the Battle. A great man and a good skipper." The reader wished to know if Admiral Onslow was any relation to Lieut.-Cdr. Onslow.

The reader's letter gives a graphic description of his memories of Jutland and of his Captain's last words: "I am sorry I did not get my crew through without loss. Would that I was the only one."

The writer finished his story with these words "... if the present Rear Admiral is any relation and you can convey in your own way that the name of a much respected and brave man is still remembered by one who served with him."

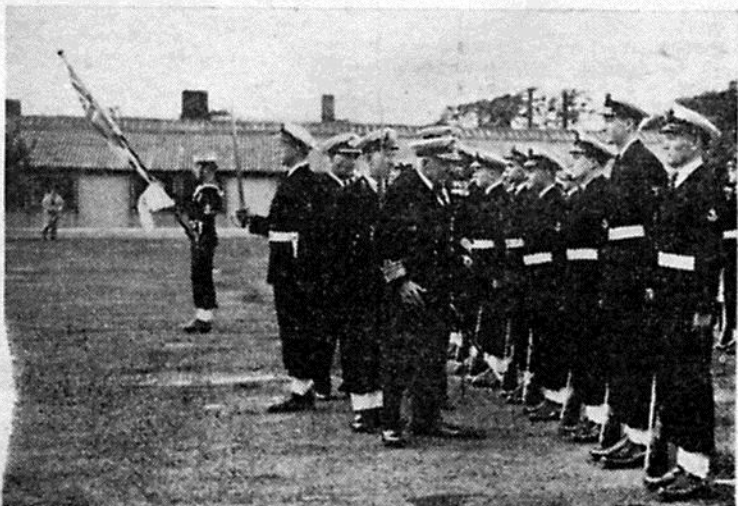
We sent this letter to Admiral Onslow, who tells us that Lieut.-Cdr. Onslow was a distant cousin of his but although the Admiral never knew him he had spoken to many of his old friends who all revere his memory as a gallant and well-loved officer. The Admiral goes on to say, that the Onslaught was a Flotilla mate with the Onslow who was commanded with such distinction at the Battle of Jutland by Cdr. Tovey (now Admiral of the Fleet, Lord Tovey of Langton Matravers).

H.M.S. CONDOR



Flying Courses for Midshipmen
Short flying courses for Midshipmen from Dartmouth are being run in H.M.S. Condor.

The courses are of duration approximately a fortnight and their purpose is practice in solo flying. The aircraft in use are Tiger Moths.



End of Term Passing Out Parade and Prize Giving

THIS TOOK place Tuesday, August 14. The classes passing out were the 12th Term Apprentices and Air Mechanics 19 and (O)4. These

classes formed the guard and the colour guard.

Engineer-in-Chief, Vice-Admiral Sir F. T. Mason, K.C.B., inspected the parade and took the salute at the march past. He later presented the prizes.

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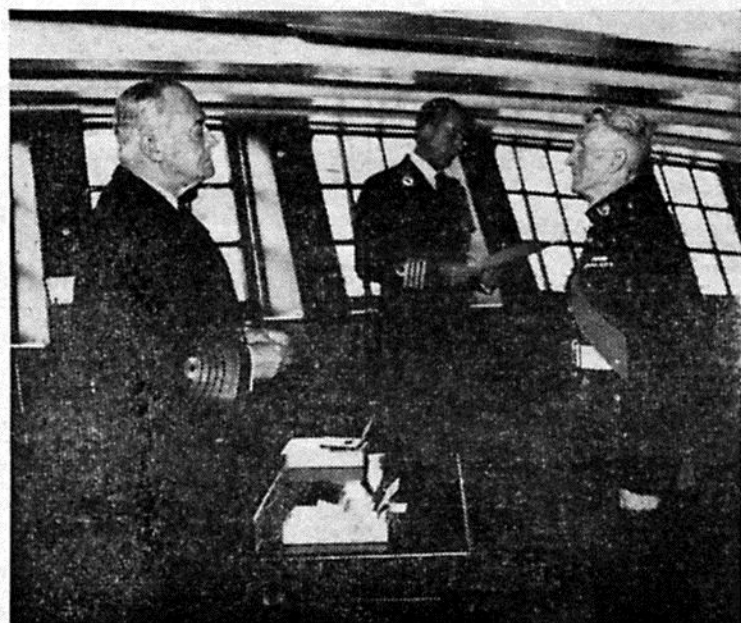
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Presentation of B.E.M.



After being presented with the British Empire Medal by the Commander-in-Chief, Portsmouth, C./Sgt. Short, R.M., the oldest serving Royal Marine, was asked what advice he would give to the young men in the Service today, and he replied: "I hope and trust that the young ratings of today will 'dig-out' in the Service, and as I always tell the ratings, if they try to do well they will be well rewarded by the Service"

CALENDAR

Headquarters

Oct. 13—Reunion and Parade in London.

Horley Branch

Oct. 6—Horley Branch Monthly Meeting at the White Swan.
Oct. 20—Horley Branch Trafalgar Dance at Constitutional Hall.
Nov. 3—Horley Branch Monthly Meeting, White Swan.
Nov. 17—Horley Branch Dance, Constitutional Hall.

Havant Branch

Nov. 3—Havant Branch Annual Dinner in H.M. U.C.W.E.
Nov. 6—Branch Meeting at Black Dog, West Street, Havant.
Nov. 11—Remembrance Sunday Parade.

Dartford Branch

Oct. 11—Dartford Branch Monthly Meeting at Rose & Crown.
Nov. 8—Dartford Branch Monthly Meeting at Rose & Crown.

Rosyth Branch

Oct. 19—Rosyth Branch Annual Dinner.

Crosby Branch

Oct. 21—Dedication of Standard Crosby Branch.

Hounslow Branch

Oct. 20—Hounslow Branch Dance.

In Memoriam

Shipmate C. Nuttall, President, Bury Branch, September 19.

ASHFORD (KENT)

THE AREA 2 Annual Dance was held on September 7. Among the distinguished guests were Admiral Sir Frederick R. Parham, K.C.B., C.B.E., D.S.O., Commander-in-Chief, The Nore, and Lady Parham, Admiral W. H. Selby, C.B., D.S.C. and Mrs. Selby, Admiral Sir Albert Poland, K.C.B., D.S.O., D.S.C., the Branch President and Lady Poland, and S./M. Gower the Area Chairman.

Successful Dance

The Royal Marines' Dance Orchestra, and Charles Spratford and his Boys provided the music, and over 200 dancers took the floor. The M.C. was S./M. P. Smith, and the revelry lasted until the early hours of the morning.



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Ashford (Kent) Branch—Annual Ball, Area No. 2

(Photo: Douglas Weaver, Ashford)

During the course of the evening bouquets were presented to Lady Parham and Lady Poland.

The Branch were particularly pleased to welcome Mrs. Gower, a grand lady who rarely misses a R.N.A. occasion.

Finally, it would be appreciated if any spare tickets for the Reunion in London would be forwarded to the Secretary. The Branch will be represented at the parade and are looking for any spare Reunion tickets that may be available.

TWICKENHAM

MEMBERS OF this branch returning from holidays spent in places as far apart as John o' Groats and Land's End, have been loud in their praise of the generous hospitality shown them by members of R.N.A. Branches. One outstanding social appears to have been a barbecue at Jersey. Shipmates visiting London can rest assured that they will find a similar welcome at Twickenham.

Since last July eight new members have been enrolled, and it is confidently hoped that many more are on their way.

Presentation

At our usual monthly dance two presentations were made. To S./M. J. Taylor, a biscuit barrel, suitably inscribed and bearing the Association Badge, was presented on the occasion of his marriage. A steering wheel barometer, inscribed with the Association Badge, was then presented to S./M. T. White and his wife on the occasion of their silver wedding anniversary. For the first time in his life "Knocker" was at a loss for words, but the look of happiness on his face expressed beyond doubt, his intense pleasure and appreciation.

A most enjoyable evening was spent with the Dorking Branch, and it is hoped their Trafalgar Ball will be a success.

Congratulations are conveyed to the Stanmore and Elstree Branch on their dedication service and social.

BEMBRIDGE

THE DEDICATION service of the Bembridge Branch Standard took place at the Holy Trinity Church on Sunday, September 9. There were 150 members of the Association from the following branches: Portsmouth, Gosport, Havant, Patcham, Worthing, Winchester and from the Island 60 members from Ryde and Freshwater. The parade was headed by the Bluejackets' Band, R.N. Barracks, Portsmouth and the salute was taken by Admiral Sir Francis Tottenham, K.C.B., C.B.E. Over 250 members were entertained to tea after the service and it was a very enjoyable occasion. The Bembridge Branch express their gratitude to all those who took part.

LYDD AND DUNGENESS

ALTHOUGH ONLY commissioned sixteen months ago, there are already 33 full members and one honorary member, the Chaplain.

Enjoyable social evenings have been exchanged with the Folkestone Branch, and several successful dances have been held. It is hoped to dedicate a standard next year.

Four members of the Dungeness Lifeboat crew are members of this Branch. Most of us remember that terrible gale on Sunday July 29. These gallant men put to sea in answer to an S.O.S. from the S.S. Teesdale, which stated she was rolling over and her crew of sixteen had jumped into the water. Six were picked up by a British tanker before it was forced to give up, leaving the lifeboat to find the other ten. Nine were snatched from certain death, but the tenth was dead when taken from the water. At the time of the rescue, the wind was 90 m.p.h. and the lifeboat was being tossed about like a cork.

"Cool courage and brilliant seamanship of the coxswain and lifeboatmen saved these men. We are indeed proud to have Dungeness linked in the name of our Branch," writes the hon. sec.

HAYLING ISLAND

THE BRANCH secretary, S./M. F. Jones, reports increased membership, and is pleased to report that a number of visitors had called upon their Headquarters, the Solent Club, during the summer season. At the August meeting there were visitors from the Newling, Farnham, Eastleigh and Kingston branches. It is hoped that all members visiting Hayling Island will find time to meet old shipmates at the Solent Club. They are assured of a real welcome.

RYE

THE MONTHLY meeting was held at the Crown Hotel, Rye, on Monday, September 10, 1956. Mine host was a shipmate of the Branch, Carlos Adair. Arrangements were made for a stag party to be held on October 1, to commemorate the tenth anniversary of the commissioning of the Branch. Three

members from each of the following branches are being invited—Battle, Lydd, Ashford, New Romney, Hastings and Folkestone.

Owing to harvesting and hop-picking the very popular chairman of the Branch, Cdr. Ramus, R.N.R., was unable to be present and the chair was taken by Shipmate V. Rootes. During the evening Capt. Howard, R.N. (Rtd.) gave an interesting talk on the Manchester Ship Canal, of which he was harbour master for close on twenty years. This was thoroughly enjoyed.

MELTON MOWBRAY

THE MELTON MOWBRAY Branch has been in the "doldrums" for some time past, but by the look of things is much afloat again.

A new Chaplain has been appointed Revd. B. H. Holderness, Vicar of Great Walby (a painters' mate in World War I), and the chairman is "Hodgy Main." During October meetings are being held at the Headquarters, The Golden Fleece, and on October 19, the annual Trafalgar Day ball. On October 20 it is hoped a party will go to Whitwell for the No. 9 Area committee meeting, and on Trafalgar Day a Naval service and parade will be held at the parish church. The salute at the march-past will be taken by the President of No. 9 Area, Rear-Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O. It is hoped there will be a good turn-out for this special Trafalgar Day ceremony.

HORLEY

SINCE OUR last appearance in NAVY NEWS, we have had quite a busy and active programme. We attended with standard the St. George's Day Rally at Canterbury and the Hastings and Purley dedications. We filled two coaches for the Royal Tournament: a most enjoyable outing. Several members have visited the H.Q.S. Club, and are all agreed that it is in keeping with the best traditions of our wonderful Association. We are looking forward to meeting many "old ships" at the Reunion.

ROSYTH AND WEST FIFE

MONTHLY MEETINGS restarted on Monday, September 10, after a closed session of two months for holidays. The chairman, S./M. A. G. Hawser, who has been on the sick list, returned to preside. He then informed members about the unfortunate motor-cycle accident which befell the hon. treasurer, S./M. P. Roche, and gave details of his present condition. Mrs. Dean, Ladies' Social Convenor, gave a report on their activities and details of the forthcoming winter programme which would start with a whist drive in November. The Branch Annual Dinner will take place on Friday, October 19, followed by a social evening, members desiring tickets can obtain same by phoning S./M. Lewrie, Inverkeithing 456.

LONDON (S.W.)

ONE OF our members, S./M. Edward Eversley is a mere youngster of 83, and a real fine character he is. Owing to arthritis and his legs not being as willing as his spirit he can't get along to the Branch meetings. So to keep him in touch members go along to see him and taste a glass or two in his "local," which is almost on his doorstep. It was during one of these sessions, when the talk veered round to the Navy, that I asked him to make one or two notes, with the idea of sending them to NAVY NEWS.

S./M. Eversley was better known to his shipmates of those days as "Tim Daley." He was born in January, 1874, and joined the Navy on March 17, 1890.

His first training ships were the Lion and St. Vincent. In March, 1892 he commissioned the Sans Pareil at Chatham. In 1893 he was lent to the training ship Cruiser for six months; she was a full rigged three masted ship. The Sans Pareil was present when the Camperdown rammed the Victoria in June 1893. He served on the China station in the Barfleur joining her in 1897, and paying off in 1901 "You couldn't write to your M.P. in those days complaining that the commission were too long," he remarked between sippers.

After qualifying as a gymnasium instructor he was sent to the Charybdis to train Newfoundland R.N.R. men, finally leaving the Service in 1905. He still speaks of his interest in concert parties and racing boat crews, and most of us can remember the wealth of talent one could gather in a ship without writing to the papers to tell the folks at home "We were bored" and "Show starved." So much for our

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Advertisements

old shipmate. Arthritis is his enemy now, but with it all he is cheerful and retains a ready wit. One final word on his behalf. If any of his contemporaries read this, his address is 27 Bellesfield Road, Brixton, S.W.9.

On behalf of the S.W. London branch greetings and good wishes to all branches.

HAVANT

THOSE WHO attended Havant branch meeting on September 4 were very pleased to hear it announced that the Commanding Officer, H.M. U.C.W.E., had joined the branch.

There were a number of queries about pensions, and so it was decided that the Hon. Secretary (Pensions) should be requested to attend a future meeting to deal with some of the more difficult problems.

On Sunday, September 9, a party went to the Isle of Wight to take part in the Bembridge Branch standard dedication parade. One of the clergy who conducted the service was the Rev. D. G. C. Caiger, who had been branch padre before moving from Havant.

LOWESTOFT

THE LOWESTOFT Fishermen's Week commenced on Sunday, July 29. To help the good cause, members of the Branch, led by Shipmate Moore, dressed in coster's outfits and manned a barrel organ. This proved quite a novelty to the children and adults alike. Many of the former had never seen a barrel organ before, and not by any means, all the latter. The collection boxes were well filled through the team's original effort.

On Saturday, August 4, the last day of the Week, the Branch produced a blood-curdling troop of pirates. There were tall pirates, short pirates, thin pirates and plump pirates, and even apprentice pirates, the children of President Shipmate Dr. Boswell, who also provided the boat. In accordance with piratical tradition, and as a finale to the day's enjoyment, a pirate defaulter was sentenced to walk the plank in full view of a grand crowd of interested spectators.

Commencing in October, a social evening is being held at Headquarters on the last Friday of every month. A welcome is extended to all shipmates and serving personnel.

PORTLAND

"THE FELLOWSHIP existing in the Royal Navy, whether in big ships or small ships or in Naval Establishments, was one of the finest in the world." This is a quotation from an address by the Rev. R. W. Knight at the Service of Dedication of the new standard held at All Saints Church, Portland, on August 26, 1956.

The standard was dedicated by the Rector, the Rev. B. Gerrish with the words:

"Bless this standard, strengthen the fellowship of those who serve beneath it; grant that they may be a help to their brethren: care for the widows and orphans of the fallen; remember with gratitude those who have laid down their lives in service: ever preserve the spirit of true loyalty to Queen and country: to Thy praise and glory."

The standard was carried by Mr. D. Jones and escorted by Messrs. G. Slade and S. Powell. At the altar rail, the branch president Capt. G. L. MacLennan, O.B.E., R.N. (Ret.), formally requested the Rector to perform the dedication.

March Past

Outside the church, the parade formed up to march past a dais on the steps of the Jubilee Hall, where the salute was taken by the Captain-in-Charge, Portland, Capt. R. G. Mills, D.S.O., D.S.C., R.N., and the Chairman of Portland U.D.C., Mr. A. J. Pike.

About eighty members of the Portland branch marched behind their new standard, now proudly unfurled to the breeze.

Behind came standards and contingents from the Frome, Falmouth, Yeovil, Sherborne, Plymouth and Blandford and district branches; Weymouth British Legion; Portland British Legion, men's and women's sections; the Royal Air Forces Association; and Weymouth and Portland District branch of the Dorset ex-Naval and R.M. Association.

When the column had been dispersed, the visiting members and their wives were entertained to tea in the Church Hall.

On September 8 a return visit was paid to the Sherborne branch for a social evening.

R.N.A. CLUB, DARLINGTON



MEMBERSHIP IS increasing week by week and the club is very well patronised, particularly at the week ends. The normal weekly programme is a whist drive on Mondays, Ladies' Section on Wednesdays, games on Thursdays, local talent contests on Saturday, and Sunday evenings for the more serious business of conversation. Much good talent is being unearthed on Saturday nights, and the idea has been mooted that a concert party should be formed. However, that is to be considered later.

Children's Party

On September 2, the children's outing to Saltburn-on-Sea was spoilt by bad weather, so the 82 children and 60 adults returned to the Club during the afternoon. Everything possible was done to offset the disappointment for the children. Ice cream, lollies, rock were provided and prizes given to children who did turns before a microphone. Many an adult was found enjoying singing the chorus of nursery rhymes which he hadn't dared sing for the last half century. At the Branch general meeting held

on September 12, members decided to pay tribute to the work and interest shown in the branch by S.M. R. Milnes and in appreciation, he was unanimously elected a Vice-President.

The Branch has had the pleasure of the company at various times of serving members of the Royal Navy who have visited the club whilst on leave. It is hoped that any member of the R.N. who finds that he has time to spare whilst waiting at Darlington for train connections will visit the club which is only about 40 yards from the station.

HOUNSLOW

AT THE recent R.A.F.A. Battle of Britain Parade, the chairman of the Branch, S.M. J. Brown, placed a token, in the shape of an anchor, at the altar, not only in honour of "The Few" but of all our comrades who were in the Fleet Air Arm.

On September 2 the branch attended Stanmore's dedication ceremony, in company with many other Standards.

This Branch had the pleasure of entertaining the Royal Fusiliers Association to darts on September 7, and a return match is fixed for Saturday, September 22. What a grand crowd of fellows they are!

Membership figures are increasing, one was reunited through the medium of NAVY NEWS. Meetings are held every Friday night at the Railway Hotel from 8 p.m.

No. 10 AREA

ON SATURDAY, September 8, the first Annual Reunion Dinner took place, but the support was as disappointing as this summer has been. The Area officers appeal to all branches to make a special effort for next year.

Blackpool Branch dedicated their standard on Sunday, September 16. The ceremony was well supported by branches in the Area, and congratulations are due to the Secretary and Committee for the excellence of their organisation. They even organised sunshine!

The newly-formed Middleton Branch dedicated its Standard on September 23. This is a really marvellous effort for a Branch that was only inaugurated on June 12, 1956.

Other dedications due in the near future are Denton Branch on September 30 and Crosby Branch on October 21.

Congratulations are due to S.M. Cross of the Preston Branch for the work he put in to organise the Area Sweep on the St. Leger, and on his election to the Standing Orders Committee of the Association. It is hoped he has recovered from his accident.

DARTFORD

THOUGH MOTHBALL procedure for ships and fleets appears to be fairly common these days—it is unknown to most of our members—being very "old uns," though we do remember care and maintenance parties, we here have only just managed to dodge learning the new technique for our branch. For some months past attendance at our meetings, only once a month, has been very small, often only officials being present, and notwithstanding personal letters, press advertisements, we just could not pull them in. Then we decided to call an extraordinary meeting—to put the branch in suspension. This had the desired effect, for more than 75 per cent. of our somewhat small membership came along. With them S.M. Gower, our Area representative—to whom many thanks for his advice and guidance.

As on previous occasions the writer had quite a lot to say, as did S.Ms. Hubbard, Page and Waterman, chairman, treasurer and secretary respectively, and I'm glad to report most members present also had their say. After a two-hour discussion, in which there was little or no criticism of branch officials, rather the reverse, all of them coming in for commendations, we came to the conclusion that the main cause of our decline was a word much loved by "old-time gunnery blokes"—inertia—but how to overcome it in our particular circumstances, where our members are resident in villages and hamlets surrounding Dartford and often served by poor transport facilities, was, and still is, a difficult question.

Anyway, with no dissenting voices, we decided the branch would continue, the headquarters remain at the Rose and Crown, West Hill, Dartford, but that meeting nights will be the second Thursday in the month, instead of the first Thursday. All present promised to do their best to not only attend all meetings, but to endeavour to "rope in" new and lapsed old members, and on this optimistic note we send greetings to shipmates everywhere, and a cordial invitation to serving and ex-service R.N. personnel to visit us or, better still, join us.

RIVER PLATE VETERANS ASSOCIATION

ON DECEMBER 13, 1955, at the above address, fifteen members of the crews of H.M.S. Exeter, Ajax and Achilles met, with a view to keeping the memory of the action against the German battleship Graf Spee alive, and to those of our comrades who never returned.

It was decided to hold an annual reunion every year on the anniversary of the battle, in the form of a dinner, also to give financial support to any shipmate in distress. Letters from different parts of the country were read, wishing the company every success.

At a later meeting with thirty present, it was decided to name the party—"River Plate Veterans Association" with Mr. Summerling as Chairman. The President of the Turret Social Club kindly consented to allow the use of the premises whenever required by the Association.

At present, we are about fifty strong, and it is hoped that many more will join us before the reunion.

Since the announcement in the Reunion section of "News of the World" a large number of letters have been received from ex-shipmates of all three ships which took part in the

action, and it is impossible to reply to each individually, so please accept this as a circular letter to all.

If you are desirous of joining the "R.P.V.A." will you please write to F. R. Nodder, Hon. Secretary, "R.P.V.A.", 70 Fore Street, Torpoint, Devonport, enclosing an entry subscription of 2/6. This is merely to help cover the cost of correspondence and postage.

Points from Readers' Letters

THE STORY "Tramps Abroad," February issue, was very good. I have spent quite a period of my life on the China Station. There was one error, just a minor one, the Japanese held Hong Kong until August 30, 1945. Admiral Sir Cecil Harcourt entered Hong Kong Harbour precisely at 1100 on August 30. The recapture of Hong Kong was purely a naval operation. Our forces were so limited, that the Japanese were requested to remain under arms for a few days, to maintain law and order. The Japanese officially surrendered Hong Kong, on Sunday, September 16, 1945. I had the honour to be present at the ceremony. I was then Captain Superintendent of Hong Kong Dockyard. At Aberdeen there was a useful little dockyard, which had been enlarged by the Japanese. Although it was left in a damaged condition, it was soon possible to dock small ships and destroyers.

My worst experience of a typhoon was in one which occurred on August 21, 1929, at Hong Kong. I weathered it out in H.M.S. Stormcloud, a destroyer of the then 8th Flotilla. During the storm I lost my foremast overboard.

I joined the Royal Navy as a boy at Portsmouth on Trafalgar Day, 1904. In 1908 my pay as a Leading Seaman, one Good Conduct Badge, Seaman Gunner, was 2s. 2d. per day, my drawing rate of pay per week 14s. As a petty officer gunnery instructor in 1913, two Good Conduct Badges, 3s. 6d. per day, drawing rate 23s. per week. As a lieutenant in 1916, the magnificent sum of 10s. per day, £3 10s. per week. The life was strenuous, but there was no grouching. The boys of those days took up the Service, purely from a point of view of adventure and patriotism. The standard of education and intelligence required was as great then as now. The Navy was rapidly expanding, and gunnery and torpedo technique was leaping ahead. I do not begrudge the pay offered to the present generation, but I do not think that the attempt to again have the Navy manned by volunteers will be successful because the spirit of patriotism and self-sacrifice, appears to be missing from the present generation.

H. F. WRIGHT,
Captain, R.N. (Ret.)

THE MENTION of H.M.S. Powerful in the John English Column for March brought back memories to Mr. H. A. Morath of Greenford, Middlesex. He has a picture of the Powerful but wants to retain it. His recollections take him back to the early morning when, as he says, "Up in the morning early for no reason whatsoever, lash up that hard sausage bag (Continued on page 16)"

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EDUCATION OF SERVICE CHILDREN

(Continued from page 5)

the nature and severity of the handicap. In all cases of this nature parents should consult the L.E.A.

Educational Allowances

Under certain conditions educational allowances up to £75 per annum are payable by the Service Departments to serving personnel in respect of children of secondary age who are attending boarding school. Similarly an allowance of £26 per annum is payable where children attending Day schools in U.K. are boarded with a relative, guardian or friend. Full details of these allowances and the conditions under which similar allowances are payable to Admiralty civilian employees are set out in current Fleet Orders. It is of interest to note that the Minister of Education has recommended to Authorities that when assessing the amount of contribution by parents, the education allowance made by Service Departments may be included in the parent's gross income but the Authorities are equally free to ignore the allowance if they wish.

Boarding Education

Nearly all Secondary boarding schools maintained by L.E.As. are Grammar schools and admission is therefore conditional upon the Authority being satisfied that the pupil is suitable for that type of education. Details of boarding facilities at L.E.A. schools are given in Fleet Orders. The Minister of Education has recommended that where parents reside overseas there are grounds for regarding boarding education for their children as desirable. The arrangements and the extent to which assistance is given for boarding vary considerably from one Authority to another. Fleet Orders give details of the arrangements under which married accompanied personnel abroad who leave children at school in U.K. may be joined by their children at public expense for one visit during the period of overseas duty.

Additional sources of information

A Joint Service publication now in the course of preparation for a wide distribution will give details of educational facilities and awards for children in U.K. and of schools of special

interest to Service parents. Copies of the Public and Preparatory Schools Year Book are to be found in Command Reference Libraries, and the Advertisement section of the Navy List contains much useful information, e.g., concerning the Naval Scholarship Fund. Details of the Naval Scholarship scheme are contained in Fleet Orders and are announced in the Press from time to time.

Part II—OVERSEAS

General

The Education Acts do not apply outside the U.K., and the Admiralty is also under no statutory obligation to make provisions for the education of children who accompany their parents overseas. However, on the basis of a "good employer" service, children's schools have been set up in overseas Stations where there are sufficient "entitled" children (i.e., children of Service personnel and U.K.-based civilian employees of Service Departments who have taken up residence overseas under officially approved arrangements).

Such schools provide education for the children on an Inter-Service basis, though the administration of a particular school is normally carried out by the major user. As far as possible the curricula, time-tables, ancillary services such as transport, milk, meals, medical inspection and visits by Her Majesty's Inspectors of Schools are similar to the provisions under the U.K. system. Service parents are generally well aware of the difficulties arising from local circumstances and realise that a guarantee to provide educational facilities exactly comparable with those in U.K. is impossible.

Admission to Service children's schools for free education is normally restricted to "entitled" children, but provided there are vacancies, "non-entitled" children may be admitted on payment of fees (at present £50 per annum for Primary children and £80 per annum for Secondary-aged children). No special arrangements are made for either Nursery schools for 2-5 years or for physically or mentally handicapped children. Parents are strongly advised to allow handi-

capped children to continue the special treatment arranged for them in the schools in U.K.

Teachers appointed to the schools may be either U.K.-based or Locally Entered. They are all required to be fully qualified, recognised by the Ministry of Education and have had recent experience in schools in the U.K.

A standardised procedure is used by the three Services for selecting children for the appropriate type of secondary education. The tests employed are those prepared by Moray House, Edinburgh, and by the National Foundation of Educational Research and are similar to those of the majority of L.E.As. in U.K. Parents of children attending Independent schools where tests of this nature are not usually taken are advised to arrange with their L.E.A. for the children to be tested when they reach the appropriate age. This will ensure that if the children go overseas at a later date, they will receive the type of secondary education for which they are most suitable. The results of any selection tests taken overseas are held by the Director, Naval Education Service, and are available to L.E.As. in U.K. when the family returns. Similarly, the results of tests taken in U.K. schools (together with other school records) are transferred from the L.E.As. to the schools overseas through D.N.E.S.

Where no separate Service schools have been set up, the children may attend selected local civilian schools and where this entails payment of fees, refunds are normally payable.

R.N. Arrangements

The arrangements made overseas by the Admiralty for children of R.N. personnel and civilian employees fit into the general pattern common to all three Services. Royal Naval schools are maintained at Malta, Trincomalee, Colombo and Singapore, while at Gibraltar the Dockyard and Technical School caters for those children of secondary age who require a Technical course.

At Malta the Royal Navy is the major user and so provides for the secondary education for all three Services as well as for primary education. Although known as the "R.N. School," it really consists of two schools—the Primary at Verdala and the Secondary at Tal Handak. At present there are roughly 650 pupils in the Secondary section and 1,000 in the Infants' and Juniors. The Secondary section is classified as a Bilateral school since it provides for both Grammar and Modern type education. In the Grammar department pupils take courses leading to G.C.E. at both (O) and (A) levels. Although a school is not judged solely on the performance of its pupils at examinations, it is interesting to note that in Summer, 1955, seven pupils presented 21 papers and secured 19 passes at (A) level and 36 candidates gained 216 passes at (O) level. Pupils have also been successful in the Royal Society of Arts examinations, and secured entrance into Dartmouth, various Public Schools and H.M.S. Fiscard for Artificer Apprentices.

A special feature of the Modern Section was the institution in 1954 of a Fifth Form which gives, in addition to a sound general curriculum, the choice of (i) a commercial course, including French, Book-keeping, Short-hand and Typing, or (ii) Science and Needlework for girls, or (iii) Science, Woodwork and Technical Drawing for boys. Pupils from this Form also take subjects at (O) level in the G.C.E.

The staff of the school, at present numbering 69, includes six Instructor Officers Royal Navy, one of whom—an Instructor Captain—is the Headmaster. The remaining 63 are civilian teachers, the majority of whom are U.K.-based. All are fully qualified, many are graduates and of the U.K.-based staff none has had less than two years' recent experience of teaching similar classes in U.K.

At Trincomalee and Colombo where the numbers are much smaller, there are "All-age" schools having about 130 pupils in each. The staff is wholly civilian and, as in Malta, either U.K.-based or Locally Entered.

A particular difficulty of any "All-age" school is that of providing a full Grammar type secondary education. For the small numbers usually involved the high costs of setting up laboratories and other facilities are difficult to justify and arrangements have been made for children of Grammar standard to attend selected civilian schools "up country." Some parents, however, prefer the education provided at the R.N. Schools.

At Singapore the R.N. School for the Primary-aged children has separate Infants' and Juniors' Departments with a total roll of about 400. The school is situated within the Base and has a

ROYAL AND MERCHANT NAVIES

KIPLING SAID of the Merchant Navy, "If anyone hinders our coming you'll starve." The main role of the Royal Navy is to prevent anyone hindering that coming. To do this with the maximum of efficiency there must be a feeling of understanding and trust between the two services. A new generation is growing up. There are Chief Officers in the Merchant Navy and soon there will be Lieutenant-Commanders in the Royal Navy who took no active part in the Convoy system of the last war. In short we are now in the position in which our predecessors, in relation to the first war, were in in 1929.

Harald Busch in his book "U-Boats at War," the German version of the Battle of the Atlantic, says of September 1941, "the ships could now rarely be persuaded to scatter in confusion, each for himself, as they had done a few months before. Now the merchant captains performed faithfully their allotted part, co-operating each time with greater precision with their Naval escorts." It took us two years last time to achieve a co-operation, the basis of which might have been formed in peacetime. They were a costly two years in men, ships and cargoes. As an ex-Merchant Navy officer I have been asked many questions since joining the Royal Navy which although they show interest on the part of the questioner also reveal almost complete ignorance of the subject. The Merchant Navy are also not exactly well informed about the Royal Navy.

Answers and Questions

It is the object of this article to answer some of the questions that have been asked and perhaps to encourage others.

Firstly the complement of a merchant ship. This is of course governed by her size and the trade in which she is engaged. A fifteen thousand ton (net reg.) cargo-passenger ship could be an example. Her crew would be made up of about a hundred and twenty men divided sharply into three departments. The deck department is run by the Mate, the engine-room in the charge of the Chief Engineer and the catering department ruled by the Chief Steward. The ship is commanded of course by the Master, Captain and Chief Officer being but courtesy titles only.

There is much less social contact between the members of each Department than there is in the Royal Navy. The officers in particular live, eat and sleep in the part of the ship in which they work. The engineers around the top of the engine-room casing and the deck officers under the bridge. In most ships there is no wardroom as is known in the Royal Navy.

Most boys who become cadets in the Merchant Navy have already done a course at Conway, Worcester, Pangbourne or one of the other training schools. A very few, if lucky, are taken straight from their ordinary schools. One or two shipping companies run special cadet ships rather on the lines of the training carrier but most ships carry only two cadets.

The cadet works on deck with the crew, chipping, painting, splicing, etc., when the ship is coasting he takes a watch on the bridge with the officers and he is also instructed in naviga-

tion and assists during cargo operations.

Having completed some three years actually on Ship's Articles (this does not count leave and time in home ports), the cadet goes to school for three months and then sits for his Second Mate's Certificate. This is a stiff Ministry of Transport examination written and oral in such subjects as mathematics, cargo stowage, ship construction, signals, etc. The cadet is now competent to hold the position of Second Mate and joins his new ship as Fourth. After having at intervals passed for Mate and then Master he moves on to his eventual command which he attains in most cargo ships at about the age of thirty-six.

Any seaman, in the deck department, who has the necessary sea time may sit for his Second Mate's Ticket, and many do this.

Jack of all Trades

Each deck officer is a jack (and master) of all trades and apart from his watch on the bridge has some specific job. The Fourth Mate for instance is responsible for signal gear and life-saving equipment, the Third Mate—crew's wages, the Second Mate navigation and cargo storage, and the Mate—cleanliness, repair and maintenance of the ship and cargo gear, supervision of the officers and men of his department and the discipline of the ship in general.

The engineers, who join as juniors having served an engineering apprenticeship ashore, take their Second's and Chief's Tickets in either steam, diesel or both and they also arrive at the rank of Chief in their middle thirties. Although the Mate is virtually second-in-command of the ship he ranks more or less on an equality with the Second Engineer.

Punishment is the sole prerogative of the Master, as are leave and payment during the voyage. The crew are actually employed by the Master and through him by the shipping company. Punishment, unless dealt out by a Civil Court, is a matter of "logging" and fining the man a sum of money and also by noting "decline to report" in his discharge book. The latter means that he will find it difficult to get another ship.

No Divisional System

There is no divisional system in the Merchant Navy, promotions are dealt with as necessity arises and mostly while the men are in Home Ports, and not necessarily on a time basis. The crew when off watch and when ashore do more or less as they please. Any representations in the form of complaint are dealt with by the Master at sea and by the Union representative ashore. Each department has its own Union. Many officers, although under no compulsion, join the Navigating and Engineer Officers Union, which is more in the nature of a Guild.

Each officer and man apart from signing on his ship signs a two-year contract with either the shipping company or the Merchant Navy Pool. Officers generally remain with the same company but the rest of the crew very often change from company to company depending on what part of the world they wish to visit

(Continued on page 15, col. 5)

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Applications should be sent to Industrial Recruitment Officer, A.E.R.E. Harwell, Didcot, Berks, or anyone requiring more information should send for a copy of the booklet, "A CAREER IN ATOMIC ENERGY," which sets out some of the conditions of employment at Harwell.

wholly civilian staff of U.K.-based or Locally Entered teachers. Children of secondary age attend either the Modern or Grammar school maintained by the Army near Singapore town.

At Hong Kong the number of Naval children does not justify setting up a separate school, consequently both the Primary and the Secondary education is undertaken by the Army. In the past, children for Grammar type education attended the Government King George V School, but with increasing demands of civilian children for the places in the school, Service children are being provided for at the Army School at Kowloon Tsai.

In South Africa the majority of the children attend the Simonstown Secondary School, which caters for both Primary and Secondary education and compares favourably with U.K. standards. Special arrangements are made for instruction in English, Arithmetic and French as an alternative to Afrikaans, which the South African children, being bilingual, have to learn.

Bermuda. The number of children was considerably reduced after 1950 and consequently a separate school

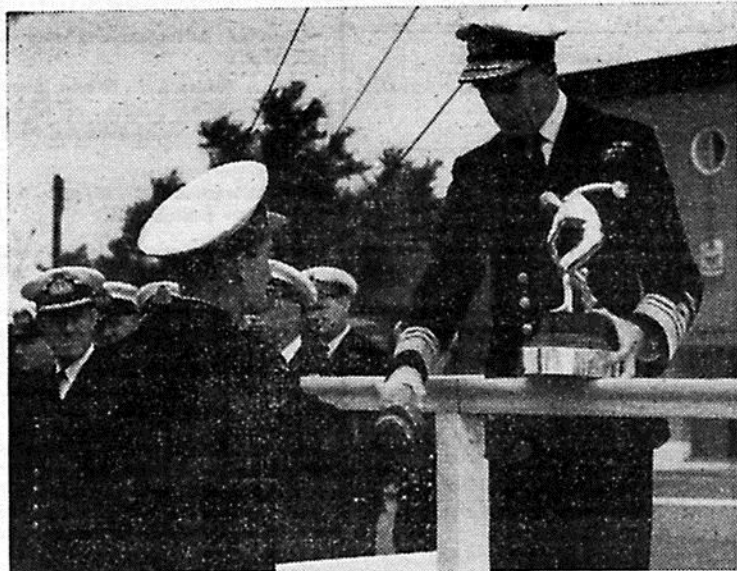
was no longer justified. At present, arrangements are made to use local schools.

In other areas, outside the usual Commands, Naval and Admiralty children attend schools maintained by either the Army or Royal Air Force where these are available, or in selected local schools which are suited to the type of education required. In such cases, fees paid by the parents may, at the discretion of a Joint Services Committee, be refunded.

Parents about to proceed overseas receive a form on which to advise the Education Department, Admiralty, of the names, ages and previous schools of children who will be accompanying them. This enables the Director, Naval Education Service, to notify the Command concerned of the anticipated arrival of the children and to obtain the necessary records from the L.E.As. or schools. On return to U.K. the records, including the results of any Selection Tests taken, are held until the new schooling arrangements are known. Parents are advised, when dealing with the new L.E.A. or school, to inform them that the records may be obtained by application to the Director, Naval Education Service.

SPORTS PAGE

ATHLETICS



Vice-Admiral Sir Caspar John presenting the Home Air Command Inter-Departmental Athletic Trophy to Lieut. Bird, Divisional Officer of the winning team from R.N. Air Station, Bramcote

A.A.4 Ellis (Lossiemouth) is heartily congratulated on achieving 45 ft. 4 ins. in the hop, step and jump at the annual match between the Combined Services v. A.A.A. and Universities Athletic Union. This distance better the present R.N. Record of 44 ft. 5½ ins. set by Capt. I. Harrison, R.M., in 1948.

Inter Departmental Athletic Competition (Phase I and II) Final Results

The introduction of the Home Air Command athletic competition has been an unqualified success and many promising young athletes have come to light at the various air stations. In all, over 4,000 officers, men and W.R.N.S. have taken part.

The final results have been decided on the highest adjusted score for a team in either Phase I or Phase II. In Phase I 27 teams qualified and in Phase II 40 teams qualified—a noteworthy increase. There were 47 teams in the final results list which has been published in H.A.C.S.I. 420.

Honours go to R.N.A.S. Bramcote, whose teams all did extremely well. The first five teams are as follows:

1st:	Bramcote—Ark Royal	733.6
2nd:	Ford—Armoury	586
3rd:	Bramcote—Victorious	514.9
4th:	Ariel—Apprentices	464.7
5th:	R.A.F. Valley—Valley	419.2

Some outstanding points were scored by individuals: L.R.E.M. Boyes (Ariel) 40 points, and L.R.E.M. Gilholme (Ariel) 32 points, in three events; Lieut. Carter (Yeovilton) with 31 points in two events; 15 other competitors scored more than 25 points and 22 other competitors scored 20 or more points.

Thirteen teams competed in the W.R.N.S. competition, winners being Ariel "D" Department, who scored 201.7 points, and Yeovilton 2nd with 124.2 points.

Vice-Admiral Sir Caspar John, K.C.B., Flag Officer, Air (Home), presented the trophies at H.M.S. Gamecock on September 13 and at H.M.S. Ariel on September 25.

Swimming

Four H.A.C. swimmers were selected for the R.N. team in the Inter-Services Championships held at the Eltham Baths (London), August 28-30.

These were as follows:—S.B.A. Holloway (Brawdy): 100 yds. free style and team relay.

Surg.-Lieut. Andrews (Eglinton): team relay.

A.A.2 Hughes (Ford): water polo. A.A.3 Woodcock (Bramcote): water polo.

Association Football and Rugby

The first Command soccer match of the season, R.N. (Air) v. Hampshire, took place at Privett Park (Gosport) on Wednesday, September 26. An account of the match will be included in next month's issue.

Four teams have entered for the Navy Cup, and twelve for the Home Air Command Cup and the Bambara Rugby Shield. To save expense and time the soccer and rugby knock-out competitions have been arranged on a zonal basis so that teams for both soccer and rugby may travel together for the preliminary rounds of both competitions.

Soccer trials were held at R.N.A.S. Yeovilton (Southern) and at R.N.A.S. Abbotsinch (Northern) on October 2 and 4 respectively.

Soccer fixtures and arrangements are given in detail in H.A.C.S.I. 410 and 415, and rugby activities in H.A.C.S.I. 413 and 414.

Hockey

H.A.C. Area Festivals (Knock-out Competition and Trials)

Four Area Festivals are being held as follows:—

Northern at Arbroath
Midland at Stretton
South West at Yeovilton
Southern at H.M.S. Ariel

The semi-finals and final, together with the Command trials, will be played at Lee-on-Solent on November 9 to 11. Details are given in H.A.C.S.I. 411 and 412.

SWIMMING

THE 1956 Inter-Services championships were held on August 28, 29 and 30, at Eltham.

The standard was extremely high and it must be regretfully recorded that the Navy was quite outclassed, finishing fifth and sixth, in each swimming event. A small consolation however, is that the Army fared little better, finishing third and fourth in every event except one. In the seven swimming events six new records were created and five other swimmers broke the old records.

In the springboard diving, L./Wtr. Painter dived extremely well to gain third place, the winner and second being Great Britain's Olympic representatives at Melbourne.

In the water polo, the Royal Navy with a combination of high morale, first-class teamwork and superb fitness, did much better. After a thrilling match against the Army, the result was a 5-5 draw, the Army getting the equaliser in the last minute. The R.A.F., however, with a number of internationals and near-internationals

in their side, were too strong altogether, but the Navy only went down 10-4 after a very plucky fight.

As we go to press, news comes to hand of two further prizes for the yacht See Hexe. Firstly, she has won the Dryad Cup, presented to the Windfall yacht with the best corrected time in the Royal Ocean Racing Club's Cowes to Dinard Race. This race was started on July 12 and the skipper on this occasion was Cdr. R. F. D. Harris, of Flag Officer Air (Home)'s staff at Wykeham Hall, and now the Branch Captain of the Home Air Command Branch of the Royal Naval Sailing Association.

The same yacht has achieved third place in the R.O.R.C. points championship for Class II. This competition is intended to give added interest to crews whose yachts may not get a prize in individual races, and to encourage owners to start in as many races as possible. Only the points won in the best four races in which a yacht competes credited to her for this prize

HOME AIR COMMAND SAILING

BOTH YACHTS have been mainly engaged in private cruising during the last few weeks. Sea Swallow, however, made a successful appearance in the West Country where she scored a second in the Flushing regatta at Falmouth and firsts in both the Royal Fowey Yacht Club and Fowey Town regattas in handicap races for yachts over ten tons. She also found time to win the Fowey to Falmouth passage race for yachts with R.O.R.C. ratings. The helmsman on these occasions was Cdr. R. J. H. ("Boff") Stephens, R.N., of Seaford Park.

Sea Hexe undertook one club run to France in not very encouraging weather. She also took part in the Royal London Yacht Club's race from Cowes to Cherbourg but was unplaced. This is not particularly surprising as she was forty minutes late at the start due to fickle winds between Portsmouth and Cowes and the failure of towing craft to produce adequate tractive power.

SECOND SQUADRON ANNUAL PULLING REGATTA

FOR THE second year running Leeds Castle has won the Second T.S. Regatta Cock—after an exciting finish, when the last race decided which of Leeds Castle, Tumult or Undaunted should carry off this most prized of trophies.

Final Results were:—

- 1st Leeds Castle
- 2nd Tumult
- 3rd Undaunted
- 4th First Seaward Defence Squadron (and Staff)
- 5th Grenville
- 6th Mutine
- 7th Keppel
- 8th Murray
- 9th Dundas

The prizes (which included a silver oar for each member of the winning crews) were presented by Mrs. Robertson in Grenville.

Perfect weather (for once), the end of the summer term and a happy Squadron spirit made this a splendid day for all concerned—and the tote did a roaring trade.

Forces Motoring Club

IN ORDER to conform with the convenience of members visiting the motor show the Forces Motoring Club will hold its most important social event and its annual general meetings respectively on October 26 and 27, 1956.

The annual dance will take place on the Friday at the Assembly Rooms of St. Pancras Town Hall from 8 p.m. to 1 a.m. and members and friends may obtain tickets direct from the social secretary:—Miss Kay Lander, 6 Charterhouse Square, London, E.C.1. The price of 12s. 6d. per ticket includes light refreshments. It may also be possible to serve dinner at 7 p.m. to those requiring this to be arranged.

On the afternoon of Saturday, October 27, there will be a City of London Treasure Hunt which will end at the Livery Hall of the Worshipful Company of Master Butchers, where tea may be had and where, commencing at 6.30 p.m., there will be held an extraordinary general meeting and the annual general meeting of the Club.

All members who may be able to attend, but who may not have had notice of the meetings are invited to write to the general secretary for details or forms of proxy at the club's headquarters address:—2 Charterhouse Mews, London, E.C.1.

The Club is pleased to announce that sixty members in Singapore have formed a branch of the club and will welcome other members who may visit, or move to, that vicinity. Other overseas branches in the Low Countries, Germany, Malta and Nairobi are as active as service exigencies permit.

Applications to join the Forces Motoring Club, should be sent to:—The Secretary, Forces Motoring Club (H.Q.), 2 Charterhouse Mews, London, E.C.1, and NOT to your local group representative. In conclusion it would greatly assist in keeping records and disseminating information if local members would communicate names, rank, membership number and SERVICE ADDRESS to the Portsmouth Group Naval Representative who is S./M. Lieut. F. E. A. White, A.M.I.N.A., R.N., Barrackmaster, Royal Naval Barracks, Portsmouth.

Sportsman of the Month



J. N. G. (Norman) Davidson

MENTION HAWICK to a Scotsman and you will immediately start him talking about rugby football. The Border of Scotland is a famous rugby stronghold and the Hawick Club is one of the oldest in the country, with a great rugby tradition.

Therefore the fact that Surg.-Lieut. J. N. G. (Norman) Davidson, Royal Navy, was born in that hive of industrial activity with its many woollen mills, may have some bearing on his sporting activities.

He first played rugby (and cricket) at Hawick High School (where it was the ambition of every boy to play for the Hawick "Greens"). From there in 1948 he went on to Edinburgh University to study medicine for six years and it was whilst at the University that he had his first chance to play in senior rugby. He won three rugger "blues" there, and captained the Varsity XV in his last season. During vacations he fulfilled his boyhood ambition by playing for the "Greens."

Whilst at University he gained his first international cap, at fly-half, against France, the first of the seven caps he has gained to date, and in 1954 he captained the Scottish XV, again against France.

Hospital duties prevented him playing any rugby in the 1954-55 season,

but last season he played for United Services (Portsmouth) after his entry into the Service as a Surgeon Lieutenant. He was a member of the R.N. team in the inter-Services matches at Twickenham against the Army and Royal Air Force and has said that one of the lasting impressions of his rugby career was the magnificent spirit of the Navy teams.

Captain of United Services

This season he has been elected captain of the United Services side and although few of last season's stalwarts are available, the team has already got off to a good start.

In spite of his prowess on the rugby field, one must not lose sight of his achievements in other directions. He has five times represented his home county at cricket and was a regular member of the United Services team last season. He is a forcing batsman and extremely good in the field.

Norman Davidson is at present Medical Officer at the R.N. School of Physical Training, and can often be seen between lectures, indulging in various activities in the gymnasium with the sole object of maintaining that degree of physical fitness so essential to a player of his calibre.

Despite the honours that have come his way he is still a modest and unassuming character and an example to others of that widely abused term "a sportsman."

(Continued from page 14, col. 5)

next, or the type of ship they prefer.

This article naturally deals with the subject in very general terms. The question now arises what can be done to improve the relationship between the Services. There is a very good system whereby Naval officers do a voyage in a merchant ship and also receive lectures while at Greenwich. This plan, however, does not deal with the majority of Naval personnel. In my entire time in the Merchant Navy we were never once invited aboard one of H.M. ships and I must admit we did not invite the Navy over. A few exchange visits from officers and ratings could and would improve relations and understanding out of all recognition.

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SEE BERGS Better Value Bungalows, Hambledon Road Estate, Waterlooville, particularly the 3-bedroomed "Wey" bungalow with magnificently equipped kitchen, h. & c. water, very large lounge, every convenience, all road charges paid. Plans and full particulars, Nanier, Harding & Partners, London Road, Waterlooville (Phone 3385/3010) or at the site office, from 2 o'clock till dusk, including week-ends.

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ACCOMMODATION

FULLY FURNISHED HOUSE to let for six months or long period; 4 bedrooms, 2 large lounges, 2 separate kitchenettes; all electric; 15 electric meters; large garage; field, attached to house; own linen required; £4 10s. per week. Would suit two families sharing rent, or one large family. Would sell, £2,400.—Enquiries to Nesbit & Co. Ltd. (Mr. Wright), 53 London Road, Waterlooville, Hants. Tel.: Waterlooville 2531.

TWO FURNISHED ROOMS, use of bath and kitchen; own cooker; 37s. 6d. per week including electric light.—40 Woodmancote Road, Southsea.

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"RED ROOFS," Wilson Grove, Southsea. Comfortable board residence. Parking space. A.A. listed. Phone 33738. (Open all year.)

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MISCELLANEOUS

BOOK EARLY. Norman Conquest, London Magic Circle (Gold Star), the children's favourite, Magic, Ventriloquism, Punch & Judy.—Oriol Dene, Catherington Lane, Horndean. Phone Horndean 2282.

SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment, purchased. Anything connected U-boats wanted.—Summers, Red Lion, Henley-on-Thames.

TAXIS. Ajax, Phone 4304, 71240, 24-hour service.—10 Hyde Park Road (close Guildhall).

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STURDY two-year apple trees; all varieties available; 7s. 6d. each.—H. Johnson, Orchard Farm, Lower Church Road, Titchfield Common.

DELTA WOOD-TURNING LATHE, tools and accessories; 1 h.p. electric motor; £15. Homecraft Jig-Saw, foot motor, £10.—Roath Cottage, Lower Church Road, Titchfield Common, Nr. Farnham.

FOR SALE, large Acme wringer, good condition, £1.—Apply evenings, 81 Jenkins Grove, Copnor.

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TURNER and TURNER FITTER wanted for small machine shop in Kensington with new machines skilled men or trainees for precision tool making and aircraft components.—Apply J. A. H. Hamilton, 18 South End, Amsdell Street, Kensington, W.8.

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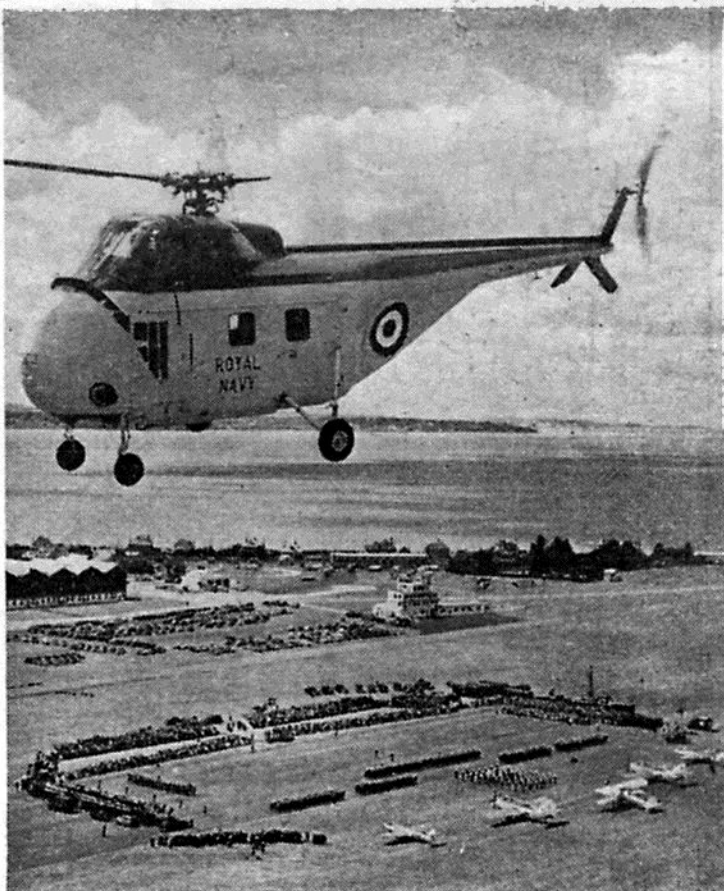
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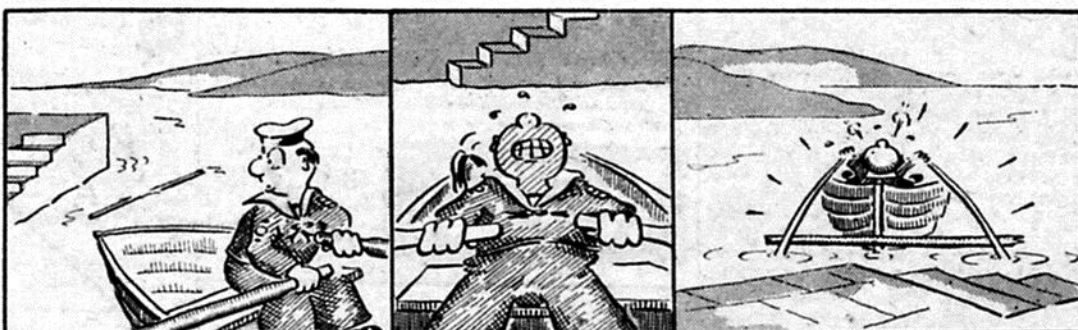
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by D. B. Knight



CROSSWORD No. 24 SOLUTION

SEPTEMBER 1956

ACROSS.—1. The transmitters; 8. Interp. 10. Imposed; 12. Stupa; 15. Mirth; 17. Motel; 18. Hazzars; 19. Fulcrum; 20. T. herty; 21. Refract; 22. Rocky; 23. Ramus; 24. Stars; 27. Hison; 29. Padded; 31. Spare tyre rubber.

DOWN.—1. Triumphal arches; 2. Tot; 3. Asp; 4. Solo; 5. Isis; 6. Tump; 7. Steals my thunder; 9. Strong backs; 11. Entertained; 13. Trashy lot; 14. Performer; 16. Heat ray; 17. Mild fib; 24. Spat; 25. Aver; 26. Spur; 28. Lari; 30. Dub.

Points from Readers' Letters

(Continued from page 13)

called a hammock, then a basin of pussers cocoa, always stone-cold with a layer of fat on top. Then stripping to the waist—a wash from a wooden bucket of cold soapy water which had been already used by six or more people. Physical jerks came next and then, with bare-feet, up the rigging. Last one over invariably received a kick for his pains. Breakfast followed—that well-known meal, bacon and red lead, otherwise train-smash.

"I was," he says, "a special entry, a mere boy, who volunteered to fight for his King and Country for 6d. per week paid on a Friday morning with all the red-tape imaginable." He says that the Pensioner Instructors treated us like reformatory boys.

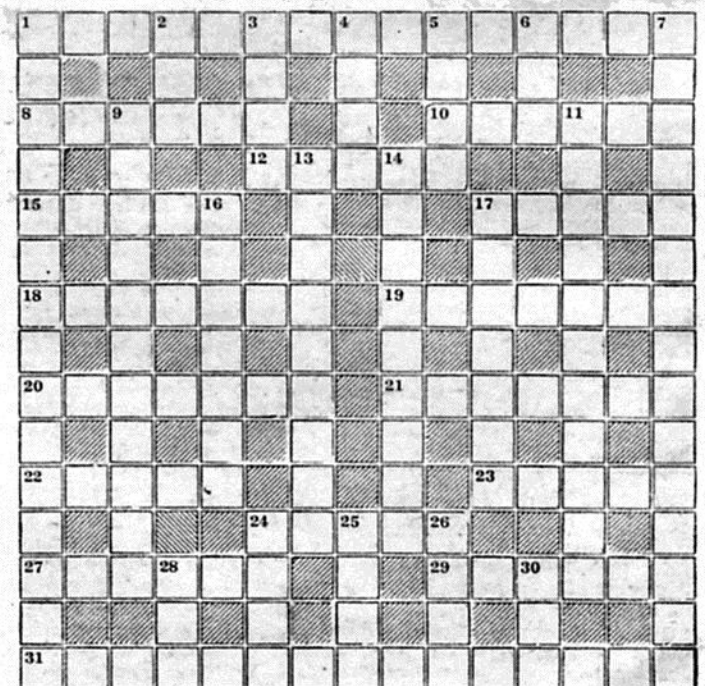
His first sea-going ship was the Foresight, and he goes on to say, "I wonder how many of your readers of NAVY NEWS can remember her with her holy-ground poop and her famous concert parties which I think did cheer those dark days at Mudros in 1915-1917."

Mr. Morath finishes his letter with "salt pork, pea-doo, tear-rag days, coal ship and holy stone day. Oh, yes, how well I remember H.M.S. Powerful."

Navy News Crossword

No. 25

(Contributed from R.N. Air Station, Anthorn)



CLUES ACROSS

1. Evens things up with the shop's scales? (15).
8. OO inspections? (6).
10. Bend over (4, 2).
12. Ten to ten return with a common centre (5).
15. There are many in the team making for slow movement (5).
17. Aptitude (5).
18. Succour (7).
19. Don't abdicate (5, 2).
20. You may see her act, but nothing in it can let her do this (4, 3).
21. Commence with the French end, to surprise (7).
22. Pass the cruet around (5).
23. Dickens character (5).
24. A wood make-up still found in Africa (5).
27. Unpromising forecast (6).
29. "Bavaria for the Bavarians!" (6).
31. Long-distance calls from Central Africa? (9, 6).
30. Letter or tree by sound, not spelling (3).

CLUES DOWN

1. Notable Red chats! Thus showing his hand? (5, 2, 3, 5).
2. She is seen in uniform of a kind (3).
3. Opposite 5 when looking at Polaris (4).
4. Naval graduate? (4).
5. See 3.
6. Love in a game (3).
7. Prue's confused as she starts in a number of depressions as overseers (15).
9. Depth starting and ending with the same three letters (11).
11. Do-it-yourself artists in a Cup-tie? (5, 2, 4).
13. Qualified assistance (6, 3).
14. Put on by the non-speaking actors (5, 4).
16. No early bird to copy (7).
17. The blonde assistant on the roundabout (4, 3).
24. Eastern town (4).
25. Order it, or leave it off the list (4).
26. The second part of 13 is often associated with this (4).
28. I could join this and form a Zulu regiment (3).